

# Latitude 38

ME 132, JUNE 1988

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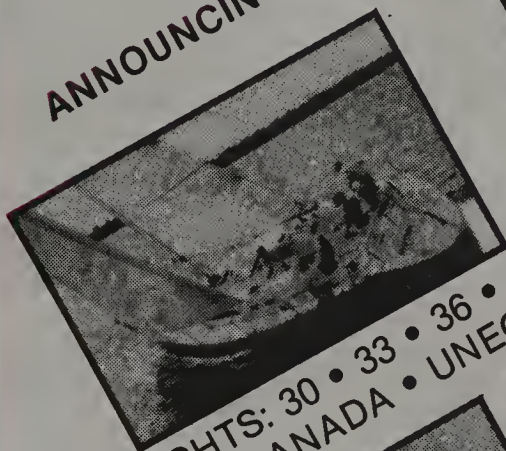


# MERLIN is here!!

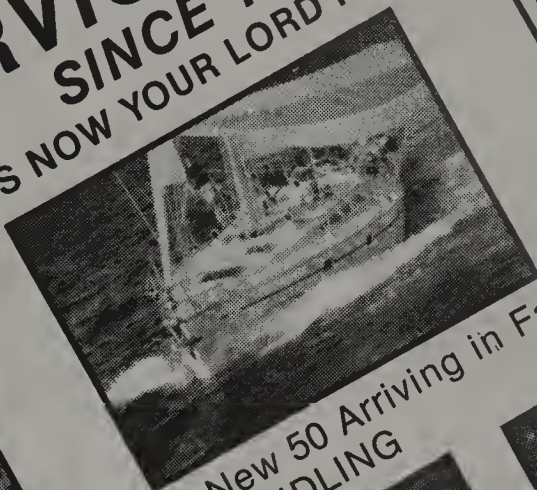
- NEW CS-36 ARRIVES!!
  - LAUNCH PARTY JUNE 4 AT DYC
  - SAVE OVER 10K ...
  - TWO LEFT AT SPECIAL PRICE!
  - EASY, ATTRACTIVE FINANCING
- Catch the Wave now and Save \$\$  
You must sail the New Merlin ... Rental Available

## #1 IN SERVICE AND VALUE SINCE 1974

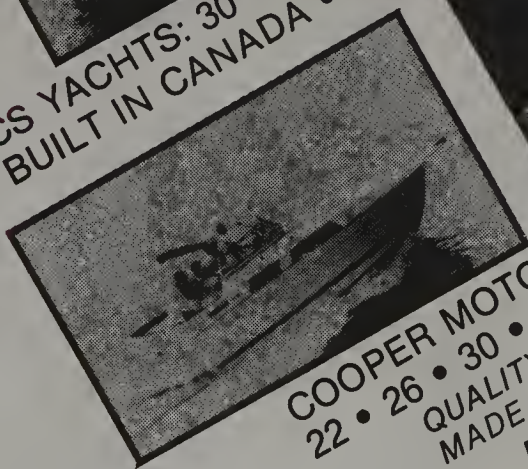
ANNOUNCING ... DYC IS NOW YOUR LORD NELSON CRUISING YACHTS DEALER



CS YACHTS: 30 • 33 • 36 • 40 • 44 • New 50 Arriving in Fall!  
BUILT IN CANADA • UNEQUALLED HANDLING



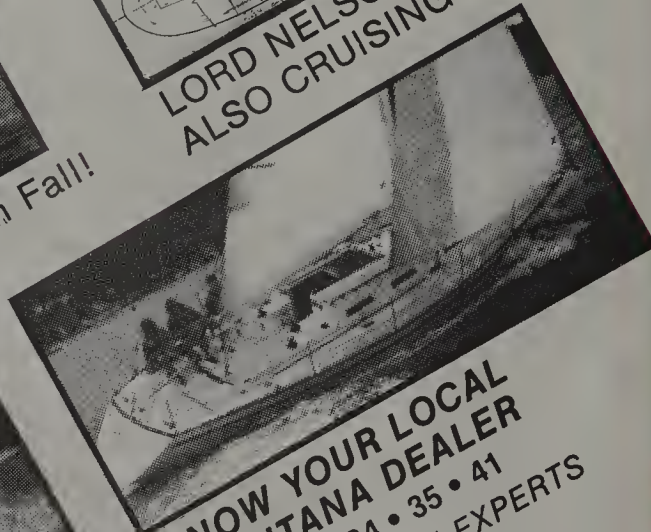
COOPER MOTORYACHTS:  
22 • 26 • 30 • 35 • 42  
QUALITY YOU CAN SEE AND FEEL!  
MADE IN CANADA  
NEW 35 ARRIVES IN JUNE



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28+ ERICSON		36,000	40' VALIANT	now 99,500
28' ISLANDER		26,000	43' COLUMBIA	74,900
33' CS		49,400	44' PETERSON	now 89,500
33' RHODES	Sale Pend	7,500		

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John Kelly enjoys the keen competition in the Express 27 fleet — having crewed on several of the boats. So this year he decided it was his turn to be skipper and he chartered "Frog in French" from owners Bruce Wright and Kame Richards for the Sunday MYCO/BYC midwinters.

Meanwhile, Bruce sailed the L.A. Midwinters in "Phwog," a Wylie Wabbit.

"Frog" and "Phwog" made the competition green with envy, each flying a "fanned cornered" main and jib and an all radially constructed spinnaker from Pineapple Sails. And they placed first in their midwinter series.

Make this your year to power your way to the front (it is leap year after all!) with Pineapple Power. Call or come by the loft today.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

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\*Special programs available

*Oceanis 430*

**Custom quality at a very affordable price.** Cruise or live aboard in uncommon style and luxury. These are the best values in luxury cruising yachts today.

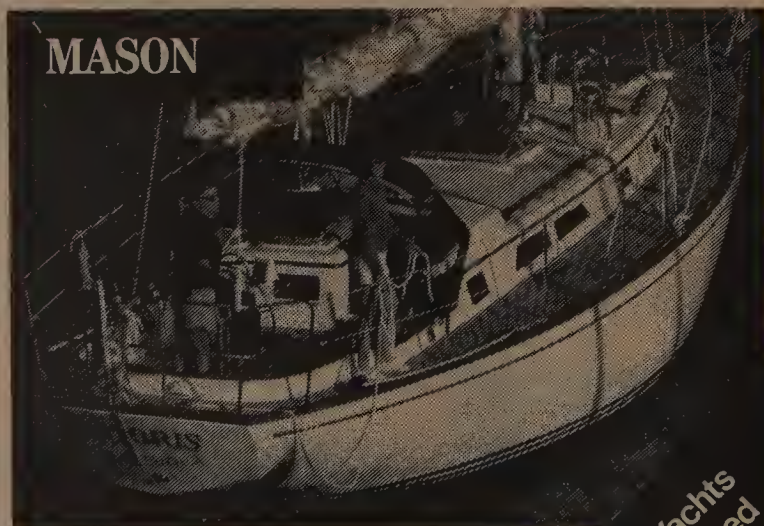


**PASSPORT**

*Passport 40*

At our docks:

Passport 37	Passport 42
Passport 40MKII	Passport 51



**MASON**

*Mason 44*

Available for viewing:

Mason 33	Mason 54
Mason 44	Mason 64

**Passage Yachts  
Just Appointed  
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Pearson Dealers**



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COVER PHOTO: LATITUDE/JOHN R

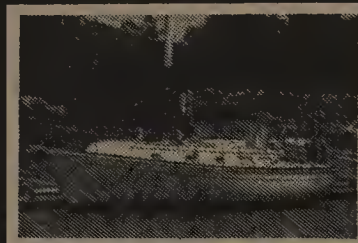
Doing the Savoy Truffle shuffle

Graphic Design: K. Bengtsson

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## Bay Area Brokerage Headquarters

62' Motorsailer	385,000
57' Steel, Abeking & Rassmussen	225,000
55' Steel Staysail Ketch	249,000
48' Cheoy Lee Ketch	125,000
47' Off Shore Cheoy Lee	85,000
47' Formosa 1981	139,000
47' Passport	225,000
46' Island Trdr Ketch	149,000
45' Lancer, Motor Sailer	125,000
44' Peterson, ctr cockpit	125,000
43' Frers "Shockwave"	250,000
43' Farr "Thunderbird"	180,000
43' Rogers, 32.1 1OR Rating	119,000
42' Pearson 424 Ketch (2)	125,000
41' Perry	125,000
41' Whitby Caribe	45,000
41' Newport	75,000
41' Morgan (2)	85,000
40' X-1 TON	115,000
40' Bénéteau One Ton (2)	115,000
40' Passport	135,000
40' Lidgard	79,500
38' Ericson, Loaded	110,000
38' Bristol	39,000
38' Hood	92,500
38' C&C Landfall, Loaded	76,500
38' Farallone Clipper	35,000
38' Catalina, Beautiful	79,000
37' Gulfstar, immaculate	68,000
37' Islander Pilot House	62,000
36' Union	83,500
36' Allied Ketch	64,900
36' Islander (2)	49,500
36' Custom, Kauri	119,000
35' Santana	54,950
35' Mariner Ketch	35,000
34' Dehler, 3/4 Ton	69,000
34' Wylie	48,000
33' Yamaha	39,000
33' Wylie, Cold Mold	55,000
33' Hunter	41,950
33' Ranger, Harken Furling	34,500
32' Traveller	43,950
32' Islander	39,700
32' Bénéteau 325	66,000
30' Newport, Diesel	28,900
30' Pearson (2)	24,000
30' Catalina (2)	28,500
30' Cal 3-30	31,000
30' Island Bahama	42,500
30' Hunter	32,500
29' Ranger	21,000
29' Cal 2-29, Diesel	22,300
28' Islander (2)	25,000
28' Pearson	31,500
28' San Juan	26,500
28' Columbia 28, Diesel	9,500
27' Cal 2-27 (2)	19,500
27' Cal T-2	11,200
27' Ericson	18,900
26' Yamaha	27,500
26' Pearson	16,200
26' Int'l Folkboat	10,000
23' Ranger	11,000



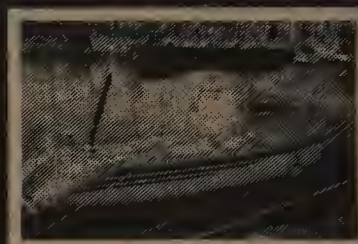
**Gulfstar 37.** This is a fine cruiser in immaculate condition. \$68,000. Sistership.



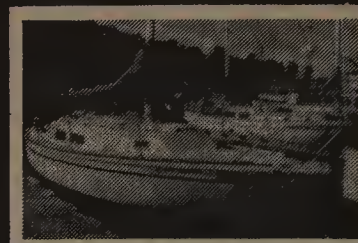
**Cheoy Lee Ketch.** 48'. 1980. Trimble Ioran. Auto-pilot. Spic and span. \$125,000.



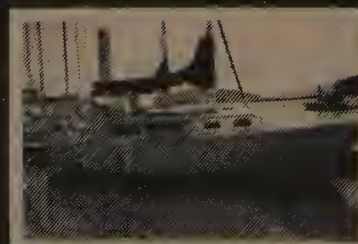
**Islander 28.** Diesel. New sails. Very clean. A great buy at only \$25,000. Sistership.



**Yamaha 26.** 1984. Like new. Quality shows. Surveyed at \$27,500.



**Newport 30.** MKII. Excellent one-design. Diesel. Four sails. \$30,000. Sistership.



**Islander Bahama 30.** Very well equipped. new epoxy bottom. \$42,500.

### 4-One Tonners for Sale

  
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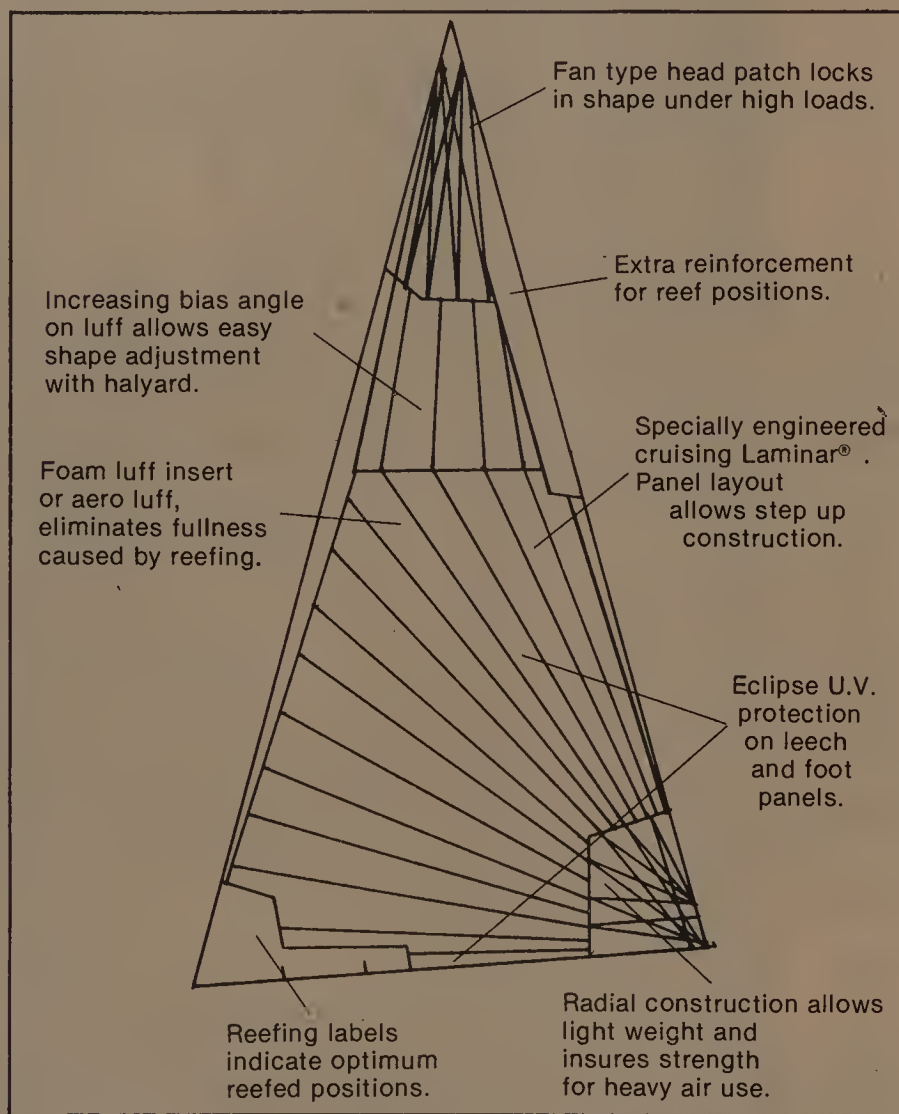
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## HOOD's high technology introduces speed to roller furling genoas.



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SPECIAL DISCOUNT PACKAGE OFFER: Starcruiser genoa, Furling system, and Installation at one low price.

Our sail designers have used the high technology available at HOOD to produce the first roller furling-roller reefing Genoa to take advantage of the recent, dramatic changes in materials and the sailmakers' art.

### Computer Design

Our HOOD/Net computer system helps us to design an optimally shaped sail and brings high performance to roller-furling Genoa's. That computer system, using data on your boat and local sailing conditions, will develop a perfect design for you in just a few minutes.

### Fabric

The StarCruiser uses HOOD's exclusive Laminar<sup>®</sup> Mylar laminated fabric, HOOD's own dacron fabric or a combination of both depending on your requirements. A StarCruiser made of Laminar will maintain a "tin sail" shape over a wider wind range. You could even use your StarCruiser as a #2 Genoa for racing.

### CAD/CAM

In addition to computer aided design your new StarCruiser benefits from HOOD's computer aided manufacturing. The CAD/CAM system cuts complex curved panels with a Laser. Sailshape is built into every edge of every panel; not just into the single shaping seam common with manually built sails. Laminar panels are first fitted with seam tape, then double or step-stitched for super-strong seams.

### Hand Finishing

Hand finishing is still a HOOD specialty, so you get a high tech sail from the world's most sophisticated sailmaker, with hand details attended to by careful cruising sailmakers.

When you put your boat in "cruise" you don't have to leave the fast lane, call your nearest HOOD loft to get a quote.

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Latitude 38

"we go where the wind blows"

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- Sat, 6/11 All Day—Reps from Interlux, West Systems, Petit, Z-Spar
- Sun, 6/12 All Day—Fishing with reps from Cannon, Penn, Shimano, Impulse, Humminbird, Interphase
- Mon, 6/13 All Day—Safety seminar and products-Avon Liferrafts-Chuck Hawley Speaks
- Tue, 6/14 7pm—An evening with Bill Lee
- Wed, 6/15 All Day—Inflatables, Reps from Nissan Motors and the big Ribbon Cutting at 7 p.m. —You're invited!
- Thu, 6/16 All Day—Giant Blow-Out Sale on 2nds, used and refurbished gear - 1 of a kind Boots, Electronics
- Fri, 6/17 All Day—Electronics Reps from Standard, Signet, Interphase, Micrologic, Sitex and Autohelm
- Sat, 6/18 All Day—Sailboat hardware Reps from Harken, Schaefer and Lewmar
- Sun, 6/19 All Day—Actionwear Reps from Patagonia, Sperry, Timberland, Henri Lloyd

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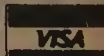
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*For those who desire Tradition, we have the TASHIBA-36 & 40.  
For those who desire Elegance, we have the LIBERTY-458 & 49.*

### BROKERAGE SELECTIONS

SAIL:	★ AT OUR DOCKS
23' O'DAY, 1975	7,950
24' J/24, 1984	14,900
26' CHRYSLER, 1977	6,900
★ 26' SAN JUAN, 1985	17,500
★ 27' CS-27, 1982	26,500
28' ISLANDER BAHAMA, 1981	29,500
28' HERRESHOFF ketch	24,950
★ 28' SAN JUAN, 1979	26,500
30' CAPE DORY ketch, 1978	34,950
30' COLUMBIA, 1974	16,700
30' BABA, 1979	65,000
★ 30' BABA, 1985	86,000
30' PALMER JOHNSON, 1972	38,500
30' ERICSON, 1969	22,000
32' C&C, 1980	44,000
35' FUJI ketch, 1975	69,000
35' NIAGARA, 1982	77,000
★ 36' PEARSON 365, 1980	59,500
36' ISLANDER, 1979	57,500



#### 1980 HANS CHRISTIAN 43 'ADIOS'

Cutter, four cabins plus pilotberth and all the gear necessary for successful cruising. Owner moving up. \$127,500 sistership



#### 1978 FREYA 39 'ATOLL'

This veteran cruiser is outfitted and ready to take you anywhere in the world. AP, windvane, sextant, over-sized rigging, dsl heater, water filtration, cutter-rigged and ready to go!! \$79,500.

### TATOOSH NEWS

#### DEALER CLEARANCE!! BEST BUYS!!



#### 1981 HUNTER 37' CUTTER

This extremely well-maintained cutter is now available for way below market value. Roller furling, self-tending staysail & running backs make her fun, fast, and easy to sail in any weather. Sacrifice ... \$49,500.



#### 1978 62' S&S CUSTOM KETCH

Custom built to her Owner's exacting standards, she is a very capable and global cruising yacht. For the past 5 years she has explored throughout the Pacific. She has been written about, photographed & featured on television. Luxury, safety and comfort at sea can be yours ... \$385,000.

### SAIL: ★ AT OUR DOCKS

36' ISLANDER, 1974	44,950
36' S-2 11M, 1980	64,950
★ 37' HUNTER, cutter, 1981	49,500
37' TAYANA cutter, 1981	79,500
38' ALAJUELA, 1976	80,000
38' C&C LANDFALL, 1980	76,500
39' FREYA cutter, 1978	79,500
39' BRISTOL yawl, 1969	55,000
41' MORGAN ketch, 1978	85,000
41' NEWPORT, 1973	78,000
42' YORKTOWN, 1984	60,000
43' HANS CHRISTIAN, 1980	127,500
62' S&S CUSTOM KETCH, 1978	385,000

### POWER:

26' CARVER, 1986	33,500
30' WILLARD VEGA, 1975	49,950
40' ELCO, 1948	38,500



#### FUJI KETCH 35' 'BELLIBONE'

Classic lines make her a welcomed addition to our docks. If you've considered single-handing, consider this John Alden design. She dances in light airs & weathers weather in safety & comfort. \$69,000.

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MARINE**

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# NEW DEALERS FOR ISLAND PACKET 27-31-38



**GURNEY 33** Huissman built aluminum cruiser whose sistership performed well in the SORC. If you want to get there fast and in comfort and style, you must see this beauty. \$54,900.



**FORMOSA 46** After a 3 year So. Pac. cruise the owners are reluctantly selling "Wind RA". Spacious & equipped to leave tomorrow, this yacht is a must see for the cruising buyer. Asking \$99,500.



**HANS CHRISTIAN 43** We now have two of the cleanest: one ketch, one cutter. The ketch has radar, Loran, 2 heads. Cutter has roller furling, performance keel and lots of trophies. 2 From \$125,000.



**BREWER 35** Owner finished interior is better than most new boats. Ready for Mexico and beyond with most all the equipment to get you there. As close to a '10' as you'll find. \$69,500.



**SMALL BOAT CLOSE-OUT** Aquarius 23, Asking \$4,950. H-27, trade-in so make offer. Freedom 25 desperate seller, Asking \$19,500 owner wants offer. Clean, well-equip Merit 22 \$12,900.



**YANKEE CLIPPER 41** Should you be looking to cruise or liveaboard this well appointed, strong sailor will accommodate all your needs. Owner may be interested in trading down. \$69,500.



**GULFSTAR 43** Complete 6k epoxy underbody, new interior cushion covers — now a drastic asking price reduction. This is a versatile, proven cruiser/liveaboard. \$75,000



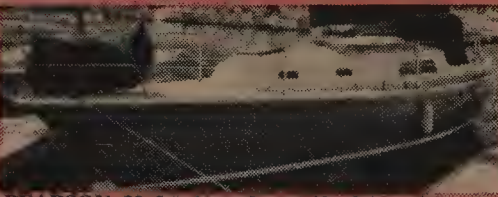
**ELITE 29** Sleek European styling with open, airy int. + 2 enclosed staterooms. Combine this w/graceful sailing characteristics & you have a yacht which is the pride of the dock. Asking \$43,900.



**BRISTOL 35.5** Famous Ted Hood design gives you comfortable Bay sailing qualities plus ocean seakindliness. Ruggedly built with excellent interior appointments. Price reduced to \$59,500.



**WESTSAIL 43** Check this partial list of cruising gear: AP, WV, sailing dink, solar panel, liferaft, refrig, gen., cstm int., SatNav, list goes on! Out-of-state owner wants an offer! Asking \$104,900.



**PEARSON 30** Looking for: Affordable, fun, gd performing Bay boat? This is it! New dodger, int. finish + much more. Come take a look so we can get you sailing for the upcoming season. \$29,950.



**RAMPAGE 24** Strong, stable and dry riding — a fun family boat! It's 9' 11" beam provides ample room for people, bait, gear, supplies. Truly a no-nonsense, expertly crafted, intelligent machine!

## SELECTED SAIL BROKERAGE

20' FLICKA	14,500
21' FREEDOM	13,900
22' MERIT, with trailer	12,900
23' AQUARIUS	4,950
25' CUSTOM BAHAMA	17,900
25' HUNTER	14,900
25' FREEDOM (2)	21,900
26' SCHOCK INTERCLUB	11,000
27' H-27	12,900
27' CAL 2-27	19,500
27' ORION	37,500
27' SUN	17,500
29' CASCADE	20,000
29' ELITE	43,000
29' ERICSON	19,500
30' WILDERNESS	Offers
30' PEARSON 303	45,900
30' RAWSON	19,000
30' PEARSON	29,950
30' S-2	44,000
30' BABA	65,000
31' MARIAH	46,000
31' HALBERG RASSEY	47,000
32' MOWER KNOCKABOUT	14,000
32' WESTSAIL (2)	59,000
33' FREEDOM	79,500
33' GURNEY	54,900
33' TARTAN 10	24,900
34' PEARSON	64,900
34' CHINOOK	19,500
34' FISHER P.H.	115,000
35' BREWER	69,500
35' GARDEN Ketch	34,950
35' BRISTOL	59,500
35' C&C LANDFALL	69,500
37' GULFSTAR	69,500
37' BALTIC	89,500
38' HANS CHRISTIAN	110,000
38' STEEL P.H.	79,500
39' FREYA	79,500
41' MORGAN OUTISLAND	85,000
41' YANKEE CLIPPER	69,500
42' GARDEN Ketch	105,000
43' GULFSTAR	75,000
43' HANS CHRISTIAN (2)	125,000
43' WESTSAIL	104,900
44' PETERSON	109,000
44' FREEDOM	130,000
44' LANCER Motorsailer	139,500
45' EXPLORER	110,000
45' BREWER Ketch	85,000
45' LANCER Motorsailer	149,000
46' FORMOSA	99,500
48' SPARKMAN&STEPHENS	149,500
48' STEEL P.H. Ketch	250,000
52' IRWIN	145,000
52' GARDEN ketch	110,000

## SELECT POWER BROKERAGE

23' SEA OX	TRY	39,900
29' CRUISER	TRY	69,500
31' RAMPAGE	From	120,000
31' CRUISER		79,500
33' CRUISER	TRY	79,000
36' STEPHENS		29,950
42' CRUISER	TRY	69,500
50' OCEAN ALEXANDER		365,000
58' HATTERAS		325,000

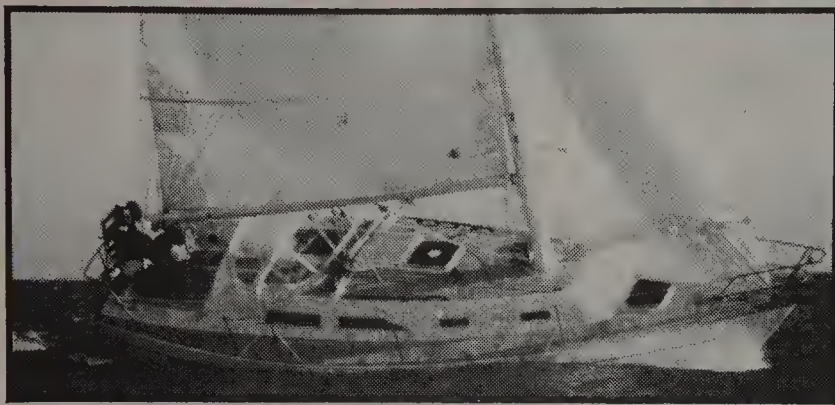
# Cruising World Yachts

2415 Mariner Square Drive, Alameda, CA 94501 (415) 521-1929  
 2505 West Pacific Coast Highway, Newport Beach, CA 92663 (714) 548-1422  
 FAX: (415) 522-6198



# *The Perfect 92.*

Buying a cruising yacht is an exercise in compromise. Full keel, fin keel, skeg rudder, spade rudder, sloop rig, cutter rig . . . the choices go on. We have the solution.



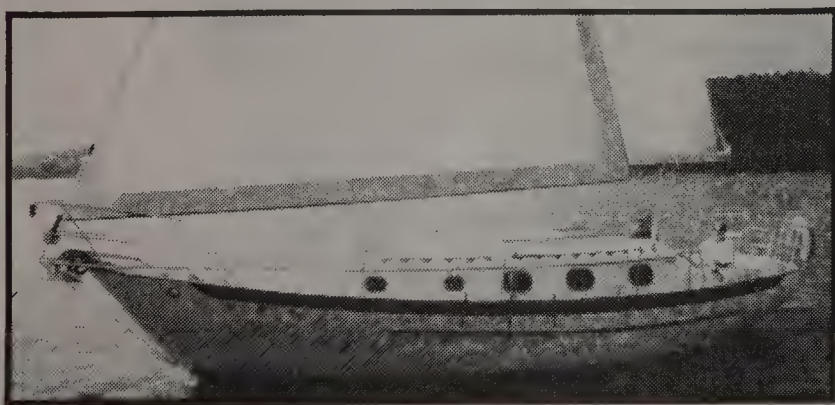
## **FREEDOM 30**

High performance rig engineered to the 110 lb factor: An average person of 110 lbs can manage this yacht completely and singlehandedly in all conditions. State-of-the-art American ingenuity.



## **ISLAND PACKET 31**

Massive interior and storage volume, long standard equipment list, rack and pinion steering in a 7-foot long cockpit. "Give 'em everything they need and make sure it works when they get it . . ."



## **PACIFIC SEACRAFT 31**

Deep traditional aesthetic. Bronze ports, cleats, haws pipes, seacocks. Heavy teak rubrail and caprail. Lines that inspire sea going confidence. Rich teak interior.

In the diverse world of yacht building there is one way to combine everything that's good. Own these three and you will have it *all* — 92-feet of the best of American craftsmanship.



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2505 W. Pacific Coast Highway, Newport Beach, CA 92663 (714) 548-1422  
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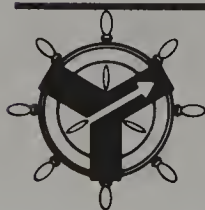
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\*Yegen Marine loans are secured by the yacht.



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boats win  
every class...  
(and 11 of the  
12 races) in  
this year's  
Stone Cup!

Secret of Nimh sweeping the Express 37 Class

Photo by Latitude 38



## IOR A

- |     |                  |
|-----|------------------|
| 1st | Pendragon        |
| 2nd | Bravura          |
| 3rd | Pacific Sundance |
| 4th | Skedaddle        |

John MacLaurin  
Irv Loube  
Arthur Morgenstern  
Lee Otterson

(NORTH)  
(NORTH)  
(NORTH)  
(NORTH)

## IOR B

- |     |                  |
|-----|------------------|
| 1st | High Risk        |
| 2nd | Leading Lady     |
| 3rd | National Biscuit |

Jim Mizell  
Klein/Reisch  
Colin Case

(NORTH)  
(NORTH)  
(NORTH)

## IMS

- |     |               |
|-----|---------------|
| 1st | Peaches       |
| 2nd | Witching Hour |
| 3rd | Equanimity    |

Bill Reilly  
Keith Moore  
Randy Paul

(NORTH)  
(NORTH, UK, ULLMAN)  
(NORTH)

## EXPRESS 37

- |     |                |
|-----|----------------|
| 1st | Secret of Nimh |
| 2nd | Foghead        |
| 3rd | Frequent Flyer |

Dailey/Lacey  
Brown/Chopnak  
Ted Hall

(NORTH)  
(SOBSTAD)  
(NORTH)

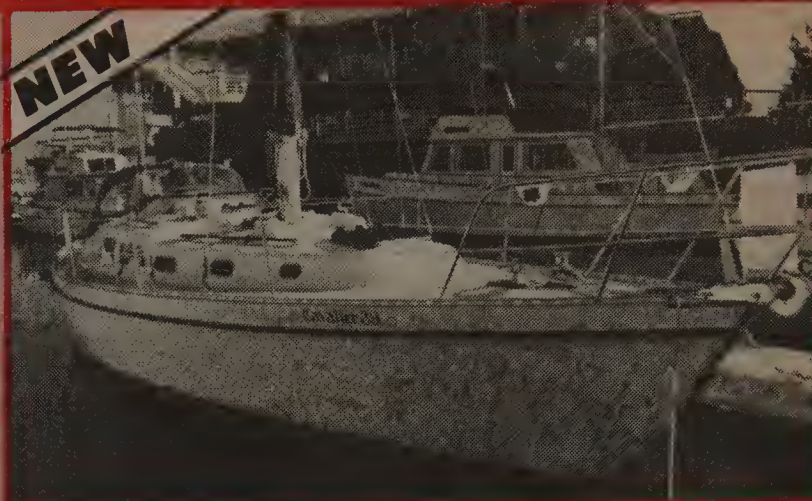
2415 Mariner Square  
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## HYLAS 47

Sparkman & Stephens 47.  
Powerful performer, cruising perfection,  
superb craftsmanship... experience the elegance.  
From \$224,900.



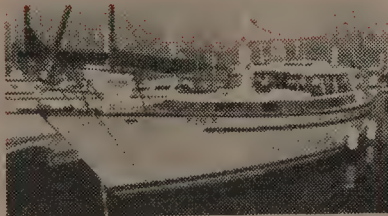
## CAVALIER 39

Born to sail, sleek yet strong —  
a balanced hull design — refrig w/freezer, lots of teak,  
DS, KM, all necessary requirements.  
\$115,000/Offers



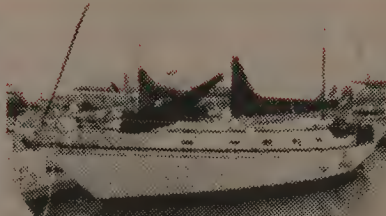
### O'DAY 25

1980, trailerable Swing Keel Model.  
3 Sails, VHF radio, very clean & well  
maintained, 7.5 HP Honda.  
\$14,900



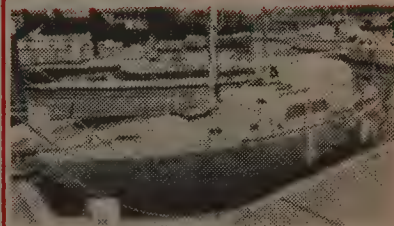
### PEARSON PILOTHOUSE 36

The best of two worlds with com-  
fortable enclosed pilothouse and  
roller furling main and jib for easy  
sailing. Asking \$77,000



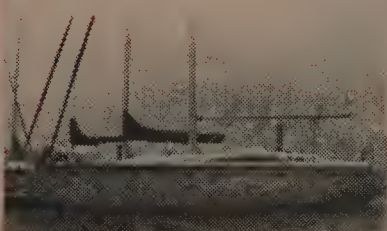
### HUNTER 37

1979 cutter rigged w/roller furling  
jib, Yanmar diesel, refrigeration,  
cabin heater.



### CORONADO 35

1972 center cockpit aft cabin-  
cruiser. Perkins diesel, Loran, auto-  
pilot windlass & 2 anchors.



### HUNTER 36

1980 equipped w/diesel roller fur-  
ling jib & Spinnaker, dodger,  
cushions, etc.

\$49,000



### PEARSON 28 TRITON

1966 lots of good cruising gear, 6  
sails, including Spinnaker, Loran,  
autopilot & windvane, boom brake.

\$17,900



### LANDFALL 39

Roomy PH cruiser ready for  
bluewater. Cutter rigged with tradi-  
tional styling. Bristol condition in-  
side/out. Make offers.



### NEW CUSTOM MULL 35

Needs interior. Builder will design  
and complete interior to your  
specific needs. Inquire.

#### SAILBOATS

83' BALTIC TRADER	\$200,000
60' HERRESHOFF	189,000
52' COLUMBIA	129,900
51' GARDEN	125,000
50' CUSTOM CUTTER	240,000
50' GULFSTAR	110,000
46' CAL	SOLD
46' GARDEN	95,000
45' CREALOCK	115,000
45' DOWNEAST	SOLD
45' EXPLORER	110,000
45' GARDEN PORPOISE	110,000
45' HARTLEY	79,000
45' LANCER	125,000
44' CHEOY LEE	133,900
44' LAFITTE	150,000
43' HOLCOMB	69,000
42' BLANCHARD	48,000
42' PEARSON	110,000

40' COLUMBIA	(2)	35,000
40' MOTIVA	★	84,500
40' OLSON	★	139,000
38' ALAJULA		80,000
38' CATALINA		70,000
38' C&C		76,500
38' CUSTOM RACER		55,000
38' ERICSON	★	Offers
38' FARALLONE		35,000
38' MORGAN	★	69,500
37' SOVERAL		25,000
37' TAYANA		83,000
36' CATALINA	★	62,500
36' ERICSON	(2)	69,500
36' ISLANDER	(2)	42,000
36' LANCER	★	59,900
35' BRISTOL	(2)	60,000
35' CHEOY LEE		55,000
35' FANTASIA		70,000
35' MOWER		14,000

34'	COLUMBIA	32,500
34'	SAN JUAN	52,000
33'	TARTAN TEN ★	29,500
32'	UNION	49,500
32'	WESTSAIL	44,500
31'	DUFOUR ★	39,900
30'	BABA	86,000
30'	COLUMBIA	SOLD
30'	HUNTER	37,000
30'	LAGUNA	56,900
30'	LANCER	24,000
30'	US ★	29,900
29'	COLUMBIA ★	25,900
29'	J/29	29,000
28'	LANCER ★	(2) 14,900
27'	CS 27 ★	22,900
27'	NEWPORT	15,500
27'	SUN	18,500
27'	CAL 2-27	23,000
27'	CATALINA	(3) 13,900

27' CHEOY LEE	(2)	22,445
26' CHEOY LEE	(2)	13,500
26' COLUMBIA		9,500
26' RANGER		13,500
★ AT OUR DOCKS		

#### POWERBOATS

70' WILLIAMS		125,000
60' HUCKINS		98,500
60' PACEMAKER		285,000
58' HATTARAS MY		265,000
56' PILOTHOUSE		166,000
49' ALBIN		165,000
48' ANGEL	★	Bids
48' SEACRAFT		18,500
48' SPORTFISH		85,000
45' MATTEWS		90,000
42' CHRIS CRAFT		99,000
32' GRAND BANKS	★	55,000

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# NORSEMAN



## NORSEMAN 400

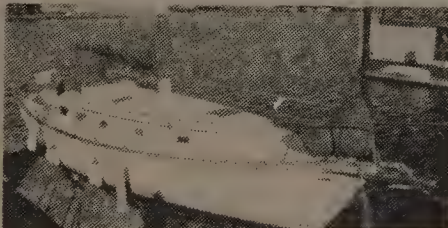
This yacht is fast becoming Norseman's most successful design. Twenty-two boats have been sold since their introduction. Compare the luxury and attention to detail. The Norseman has no equal. At our docks now.

## NORSEMAN 447

AFT COCKPIT CUTTER 1983. A real find, priced way below market. Practically unused. Bob Perry says it's one of his favorite designs. In a very clean condition, beautiful teak interior. REPLACEMENT VALUE OVER \$275,000. **Try ... \$175,000.**



**PEARSON 37** Fast family cruiser, roller furling, spinnaker, windspeed, wind direction, knot, Loran, propane, well-equipped. Very clean. Owner moving up. **Asking \$63,500.**



**GULFSTAR 37 '79** Rarely do you find a brokerage boat so clean: 140% genoa, 90% jib, Perkins 50hp diesel; very unusual wide open interior. The owner always took good care of her. **Perfect liveaboard. \$68,500.**



**RAFIKI 35** Ready to cruise. A full sail inventory including cruising spinnaker, windvane, AP, and lots of chain. A sturdy, well-equipped cruiser. **\$58,000.**



**ALBIN 28** Take the family sailing on this little beauty! Cockpit dagger to keep you dry, diesel engine. At our docks. Owner moving up. **\$26,000.**



**1976 CAVALIER 39** Cruising equipped. Windvane, dodger, lots of sails, skeg rudder — even a heater! **Two from \$75,000.**



**WYLIE 34** 1979. Great racer/cruiser. Locally built, **new** diesel, **new** stave and oven. Excellent sails, well-maintained in winning condition. **\$45,000.**

### SAILBOAT LISTINGS

LOA	MODEL	LOCATION	PRICES
20'	SIGNET SLOOP	w/trir	\$6,500
21'	FREEDOM	w/trailer	13,900
24'	SEAFARER	cruising underbody	4,500
27'	US YACHT	inboard 2 from	14,000
27'	CAL 2-27	diesel	19,500
28'	ALBIN		26,500
29'	CASCADE		19,900
30'	ISLANDER		22,500
30'	PALMER JOHNSON	diesel	34,000
31'	PEARSON		34,500
31'	RUSTLER	full keel	39,995
32'	SEAFARER		23,500
31'	PEARSON 305		58,900
32'	BUCCANEER	aft cabin, dsl	23,000
33'	NEWPORT	2 from	48,000
35'	SANTANA	"Wide Load"	49,000
35'	RAFIKI		58,000
36'	CASCADE		66,000
36'	ISLANDER		57,500
37'	ESPRIT		75,000
37'	BALTIC		89,500
38'	CATALINA		59,500
38'	C&C		76,500
39'	CAVALIER	2 from	75,000
40'	NORSEMAN	syndicate share	252/mo
41'	ERICSON	diesel	46,000
43'	C&C		80,000
43'	COLUMBIA		75,000
45'	DUFOUR	New	Listing
45'	FUJI		128,000
46'	PETERSON		150,000

If your boat is for sale, we need your listing!  
highlighted listings are at our docks

### POWERBOAT LISTINGS

15'	HOBIE SPORT	\$6,990
15'	HOBIE FISHERMAN	8,500
20'	SEA OX, new, no engine	New
23'	SEA OX	New
25'	SEA OX CUDDY with trailer	New
36'	MARINE TRADER	109,000
40'	PILGRIM	135,000



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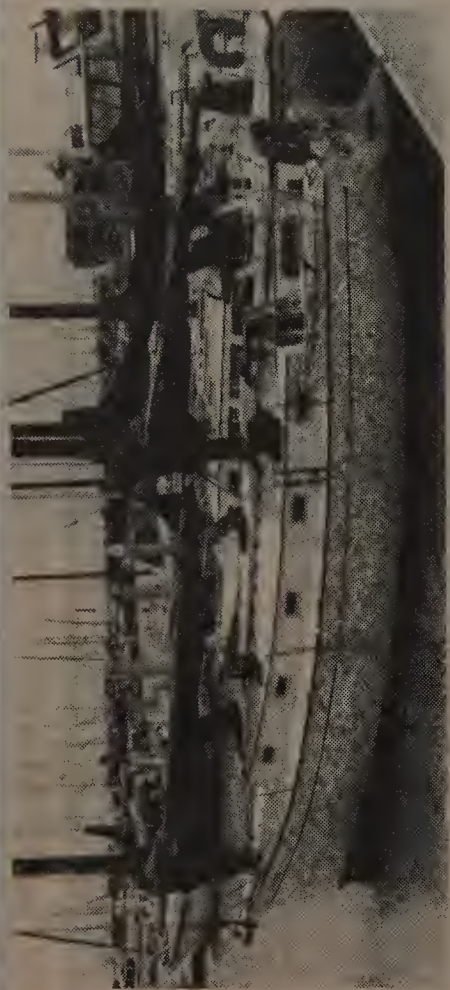
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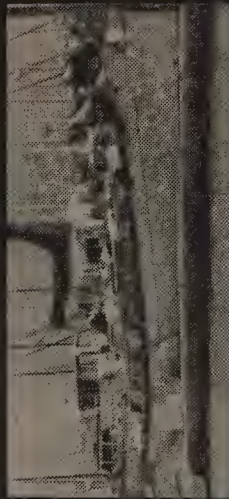
### "DEFIANCE" — LIDGARD 40

New Zealand craftsmanship and quality. Performance cruiser, gorgeous wood interior. Motivated seller says "Bring me an offer". **Asking \$75,000.**



### FREEDOM 33

1981. One owner boat, exceptionally high quality. Out of state seller says "Make Offer". **Asking \$69,000.**



### PERRY 47

Huge center cockpit, beautiful liveboard/cruiser. Excellent condition. **Asking \$131,000**



### 46 ROSEBOROUGH

One owner. Fully equipped for world cruise; this boat has a feeling of security. **Try \$85,000**



### ERICSON 38

1987. Better than new! Loads of gear. **Asking \$95,000**



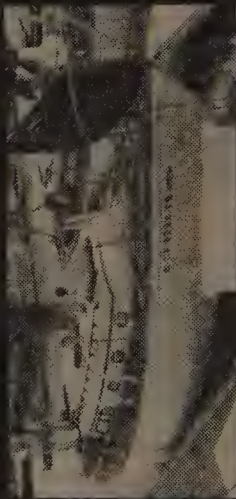
### ISLANDER 28

Six from \$22,000 to \$26,000  
**All on our docks**



### CATALINA 36

1985, better than new, nice aft cabin, truly Bristol. **Make Offer**



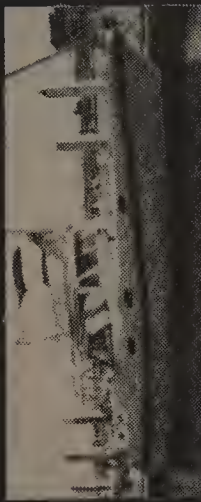
### CHEOY LEE 36

One owner boat since new. Excellent condition, older owners need to sell. **Try \$47,000**



### CHALLENGER 40

Heavily constructed liveboard/cruiser, nice aft cabin, very motivated seller. **Try \$65,000**



### YORKTOWN 39

Beautiful liveboard/cruiser. Unbelievable price! **Try \$35,000**



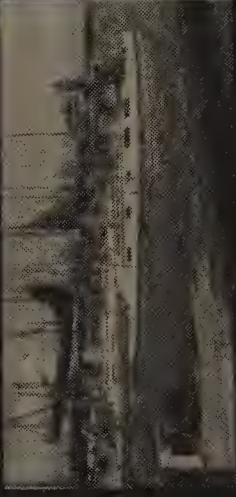
### TAYANA 37

1982. Offshore cruiser, excellent condition. **Asking \$85,000**



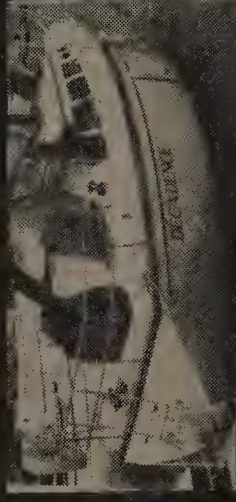
### PEARSON 38

1984. Center cockpit, liveboard/cruiser. Excellent condition, very motivated seller. **Asking \$119,000/Make offer.**



### ISLANDER 36

New Yanmar diesel, complete new mast & rigging. Desperate, desperate, desperate!! **Try \$35,000**



### S-2 36

1980. Liveboard/cruiser. Very motivated seller. **Asking \$62,000**





### YOUNGSUN 35

1985. Like new, fully equipped.  
Full keel offshore cruiser. Try \$65,000



### C&C 35

1984. Beautiful boat, good gear.  
Seriously for sale. Asking \$64,500



### WILDERNESS 40

Racer/cruiser. Excellent condition. Ready for sale.  
Try \$60,000



### TAYANA 37

Pilothouse, 1985. Better than new. Full gear  
including radar, roller furling. Try \$100,000



### RANGER 26

Complete boat, excellent condition.  
Unbelievable. \$8,000



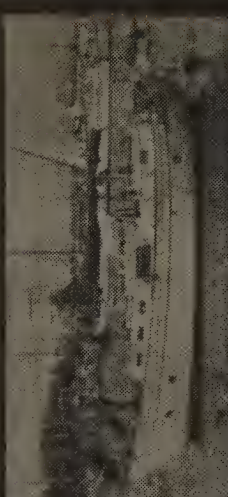
### TRITON 28

Real beauty! New sails, rebuilt engine.  
Excellent condition. Try \$15,000



### CATALINA 27

Six from 1973-1985. A boat for every buyer.  
\$10,000 - \$25,000



### FANTASIA 35

Center cockpit, nice aft cabin, capable offshore  
cruiser. Excellent condition. Asking \$70,000

55' ALDEN, '70 \$78,000  
47' PERRY, '79 150,000  
46' ROSBOROUGH SCHNR, '80 125,000  
45' ROSBOROUGH, '80 150,000  
45' DUFUR, '78 150,000  
42' EXCALIBUR, '81 119,000  
42' PEARSON, '81 125,000  
42' PEARSON 42.4, '81 119,500  
41' MORGAN, '78 85,000  
41' MORGAN O/I, '82 99,900  
40' CHALLENGER KCH, '73 74,500  
40' CHALLENGER KCH, '73 75,000  
40' LIDGARD YACHTS 75,000  
40' MOTIVA, '81 90,000  
40' WILDERNESS, '81 79,900  
39' YORKTOWN CTR, '85 37,000  
38' CATALINA, '81 58,000  
38' DOWNEASTER, '76 67,000  
38' ERICSON, '81 69,000  
38' ERICSON 381, '87 95,000  
38' PEARSON 385, '84 119,950  
37' GULFSTAR, '79 68,500  
37' GULFSTAR, '79 75,000  
37' HUNTER, '80 60,000  
37' O'DAY (2) frm 55,000  
37' O'DAY, '80 64,000  
37' TARTAN, '81 72,000  
37' TAYANA, '82 85,000

37' TAYANA, '85 107,000  
36' CATALINA, '85 67,000  
36' CHEY LEE, '73 55,000  
36' FORMOSA, '80 48,950  
36' ISLANDER (3) frm. 42,000  
36' MACELLAN, '77 65,000  
36' S-2, '80 62,000  
35' BRISTOL, '82 65,000  
35' C&C, '84 69,500  
35' CHALLENGER KCH, '77 53,000  
35' ERICSON, '70 34,750  
35' ERICSON, '78 55,000  
35' ERICSON, '76 39,500  
35' FANTASIA, '78 70,000  
35' FUJI, '76 45,000  
35' SANTANA, '79 55,000  
35' SPENCER BOATS, '65 45,000  
35' TRADEWINDS, '84 70,000  
34' CAL, '76 44,000  
34' CAL, '76 39,000  
34' WYLIE, '81 47,500  
33' TARTAN MARINE, '79 25,000  
33' NEWPORT, '85 45,000  
33' NEWPORT, '83 48,000  
33' NORWEST, '78 50,000  
33' PETERSON, '78 45,000  
33' RANGER, (2) frm 33,500  
33' YAMAHHA 35,000  
32' ALOHA, '83 65,000

32' CHALLENGER, '74 39,500  
32' ERICSON, '72 29,500  
32' FUJI, '76 45,000  
31' C&C, '75 37,000  
31' SEA EAGLE, '80 47,000  
30' BRISTOL, '72 27,000  
30' CAL 3-30, '74 29,500  
30' CATALINA, '78 31,000  
30' DUFUR, '70 25,000  
30' ERICSON (4) frm 29,000  
30' ISLANDER, (2) frm 19,500  
30' ISLANDER BAHAMA (2) frm 33,000  
30' MORGAN, '72 26,000  
30' NEWPORT, '76 23,000  
30' PACIFIC, '71 11,500  
30' PEARSON, '73 19,500  
29' BRISTOL 29.9, '67 19,500  
29' CAL (2) frm 19,000  
29' CASCADE, '67 31,000  
29' COLUMBIA, '65 26,500  
29' J/BOAT, '84 25,000  
29' POINTEN, '77 32,000  
28' ALBIN MARINE, '81 34,500  
28' COLUMBIA, '77 20,000  
28' COLUMBIA (2) frm 28,000  
28' ISLANDER BAHAMA, '78 28,500  
28' RANGER, '74 19,500  
28' ROYAL CRUISER, '70 19,500  
28' TRITON, '65 19,000

27' C&C, '81 23,000  
27' CAPE DORY, '78 24,000  
27' CATALINA (4) frm 8,500  
27' CORONADO (2) frm 8,500  
27' GAFF CTR, '70 8,000  
27' SANTANA, '72 14,500  
27' SUDDEN MULL CSTM, '76 17,000  
27' SUN YACHTS, '79 18,000  
27' TARTAN, '76 12,000  
26' BALBOA, '75 10,500  
26' CHEY LEE, '64 17,000  
26' COLUMBIA, '70 9,850  
26' DAWSON CENT, '77 14,500  
26' MARIEHOLM, '78 19,500  
26' RANGER (2) frm 8,000  
26' SEAFARER, '78 15,000  
26' THUNDERBIRD, '62 7,890  
25' CATALINA, '85 17,900  
25' CHEY LEE, '62 9,500  
25' ERICSON, '74 11,900  
25' KIRBY, '79 11,950  
25' O'DAY, '78 9,950  
25' WING, '68 15,000  
24' C&C, '80 12,500  
24' S-2 YACHTS, '80 8,900  
23' COLUMBIA, '75 5,995  
23' RANGER, '73 9,500  
21' YNGLING, '84 8,000

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Our 1987 demo is now available at a reduced sail away price. Balsa core construction and fine Morgan quality with UHF, knot, depth and more.

**\$114,900**



## CATALINA 34

Over 50 34's are now sailing S.F. Bay. the boat features two double cabins, nav. station, large main cabin w/large galley, aft head. Complete boat.

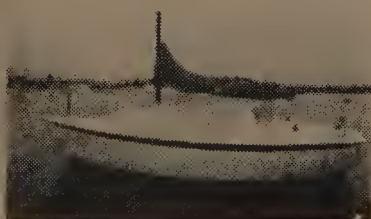
**\$59,395**



### 1975 CATALINA 30

North sails - main & jib, boarding ladder, painted spar's, atomic 4. Nice & clean.

**\$19,500**



### 1980 ERICSON 25

Main, jib, 150 Genoa, compass, knotmeter, Honda 7.5. Private head with large main cabin.

**\$12,900**



### 1977 CAL 39

Signet KT - WS - WP - Depth, dinghy. Lots of bariant's, furling, custom cabin. Very clean, clean and beautiful.

**\$76,500**



### 1983 NAUTICAT 33

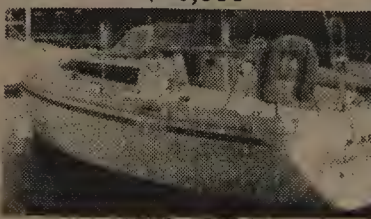
2 private cabins. Two heads; full galley w/dinette, very spacious pilot house. Windless, knot, depth, Loran, UHF.



### 1984 CATALINA 36

Diesel, knot, depth, UHF, stereo, leading edge main & jib, new cushions. Very low use.

**\$62,500**



### 1984 JEANNEAU 32

Pedestal steering, propane stove, main & 3 jibs, combi knot, depth, windpoint, wind-speed.



### 1985 NAUTICAT 40

The best in comfort & cruising. Full aft cabin, large pilot house, large galley w/dinette, guest cabin and two heads.

**\$185,000**



### 1978 CATALINA 27

4 sails, UHF, knot, depth & compass. Traditional interior, atomic four.

**\$15,900**



### ISLANDER 36

Perkins diesel, 4 sails extra large bariant winchs, KT-DP-WS-WP RDF-UHF, lrg stove w/oven, this boat shows like brand new.

**\$58,500**

## FARALLONE YACHT SALES

YR	LOA	T Y P E	PRICE
'80	14'	Phantom .....	\$750
'85	5.8	Nacra .....	4,900
'64	20	Cal .....	4,000
'78	21'	Balboa .....	3,900
'67	22'	Columbia .....	4,200
'67	23'	O'Day .....	3,995
'76	24'	C&C .....	12,500
'77	25'	Catalina .....	13,800
'81	25'	Catalina .....	11,400
'81	25'	Catalina .....	11,800
'81	25'	Catalina .....	14,900
'82	25'	Catalina .....	12,900
'80	25'	Capri .....	9,500
'80	25'	Ericson .....	12,900
'76	25'	O'Day .....	12,900
'65	26'	Pearson .....	10,900
'70	26'	Ranger .....	12,900
'71	27'	Cal .....	19,500
'71	27'	Catalina .....	12,000
'76	27'	Catalina .....	16,000
'76	27'	Catalina .....	14,000
'77	27'	Catalina .....	17,500
'79	27'	Catalina .....	14,500
'78	27'	Catalina .....	15,900
'80	27'	Catalina .....	23,000
'67	28'	Cal .....	12,500
'56	28'	Nichols .....	7,500
'77	29'	Cal .....	18,900
'63	30'	Cal .....	19,000
'69	30'	Ericson .....	18,900
'76	30'	Catalina .....	19,000
'78	30'	Catalina .....	24,900
'82	30'	Catalina .....	30,000
'84	32'	Jeanneau .....	44,500
'84	34'	Fisher .....	109,000
'84	35'	Niagara .....	79,500
'83	36'	Catalina .....	65,000
'84	36'	Catalina .....	62,500
'82	36'	F-3 .....	115,000
'81	38'	Catalina .....	60,000
'84	38'	Catalina .....	69,000
'76	38'	Nauticat .....	128,000
'78	41'	Morgan .....	85,000
43'		Nauticat .....	270,000

## EAGLE YACHT SALES

'64	20'	Cal .....	4,000
'71	22'	Catalina .....	5,000
'67	22'	Columbus .....	4,200
'67	23'	O'Day .....	9,995
'67	25'	Coronado .....	5,000
'77	25'	Catalina .....	12,700
'70		Intern'l Folkbt.	8,000
'65		Pearson Ariel.	11,500
	27'	Catalina (12) ..	11,500
'68	27'	Santana .....	12,900
'56	28'	Nichols .....	7,500
'77	29.9'	Bristol .....	28,500
'73	30'	Fisher .....	49,500
'63	30'	Cal MKI .....	19,000
'63	3-30'	Cal .....	24,995
'63	30'	Catalina .....	19,500
'83	33'	Nauticat .....	
'70	33'	Bristol .....	30,000
'60	33'	Voyager .....	25,000
'84	36'	Catalina .....	62,500
'76	36'	Islander .....	25,000
'76	36'	Princess .....	74,995
'81	38'	Catalina .....	60,000
'77	39'	Cal .....	76,500
'85	40'	Nauticat .....	185,000
'82	40'	Swift .....	95,000
'85	43'	Nauticat .....	270,000
'77	45'	Fuji .....	129,000
'77	50'	Gulfstar .....	110,000

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# CALENDAR

## Nonrace

**June 2, 1851** — At 2 p.m., the Donald McKay designed and built clipper ship *Flying Cloud* quietly slipped out of New York bound for the then remote metropolis of San Francisco. 89 days, 21 hours later, she pulled into the Bay with everything flying except Captain Josiah "Perk" Creesy's boxer shorts. The navigator on the legendary voyage — *Flying Cloud's* record stands to this day — was none other than Perk's wife, Eleanor.

**June 3-5** — 10th Annual Santa Cruz Harbor Festival and Boat Show. The best things in life are free, such as this fun family-oriented weekend. Boats and equipment will be on display; activities include sailboard races, lifeguard paddleboard racing, the always hilarious bathtub races (Sunday at noon), and a new event called the Plastic Man Triathlon. The latter is "an event in the great tradition of the Iron Man and Tin Man triathlons . . . for the not so serious athlete." Seriously. (408) 462-2338.

**June 4-5** — Nonsuch Owners Sailing/Maintenance Seminar. Ballena Bay YC. Questions? Call Fleet Czar Dave Vickland at (415) 865-6208.

**June 8** — Call of the Seas Boatbuilder Series. Free film, rumored to be spectacular, entitled "The Ghosts of Cape Horn". Records what Alan Villiers called the "war" with Cape Horn. 7-9 p.m., Bay Model Visitor Center, Sausalito. Gail Spaen, (415) 331-1282.

**June 10-19** — Grand re-opening of Oakland West Marine Products store. Variety of special events, drawings, etc., including ribbon cutting on the 15th. Questions? Call (408) 761-4254.

**June 11-12** — Silvestri Junior Sailing Clinic. Olympic Finn hopeful Russ Silvestri will conduct a seminar in El Toros for beginners at Richmond YC. The first session (held in April at StFYC for advanced sailors) drew 52 kids and was a big success. This one looks promising, too. Nominal fee. (415) 921-1820.

**June 15** — SSS TransPac Seminar. Oakland YC, 7 pm, free. Last seminar before the June 25th start. This one's on "Weather and Navigation". Linda Newland, a SSS TransPac vet, will offer tips on how to avoid the Pacific High. Shama Kota, (415) 332-5073.

**June 20** — West Marine Products 1988 Seminar Series. Third in a bi-monthly series, this one features Chuck Hawley speaking on "Man Overboard! Prevention, Survival and Retrieval". Dunfey Hotel, San Mateo, 7 pm. Free, but seating is limited. You *must* get tickets ahead of time at any West Marine store (the first two were sold out). Roger Bowman, (408) 476-1900.

**June 21-23** — Free LORAN (Long Range Navigation) seminars. Presented by Micrologic at West Marine Products in Sausalito (6/21), Oakland (6/22), and Palo Alto (6/23). 7-9 pm, call the store for reservations.

**June 28** — Diablo Sailing Club lecture. Heather Farms Park, Walnut Creek. 7:30 p.m. Delivery skipper Sam Crabtree will discuss his experiences.

**July 1** — BAMA Lecture/Slide Show. Malcolm Tennant, the noted Kiwi multihull designer, will talk about multihulls. He'll be passing through on his way home after being at various European and American multihull symposiums. Tennant's guaranteed to be bursting with information — or we'll personally see that you get your money back. MYCO, 8 p.m., free. Lynne Therriault, (415) 232-2725.

## Racing

**June 4-12** — One Ton NA's. Bayview YC, Mo-town, MI.

**June 5** — CSTAR Race (Carlsberg Singlehanded TransAtlantic Race). Formerly the OSTAR, this prestigious race for one handers is a grueling 2,900 mile *upwind* thrash from Plymouth, England to Newport, R.I. The record is 16 days, 6 hours, and 25 minutes. Good

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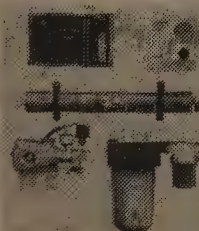


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June 4th, 7 pm  
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location

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## Sale Hours

Alameda  
Tues.-Sat.  
11 AM-6 PM  
Santa Cruz  
Mon.-Fri.  
8:30 AM-5 PM  
Sat. 9 AM-12 PM

# SaleSaleSaleSale



# CALENDAR

luck to our local entrants, Mike Reppy and Mark Rudiger, both of Sausalito.

**June 5-7** — Collegiate National Dinghy Championship. The best college racers in the country duke it out on the Richmond Riveria. Hosted by the Richmond YC, sailed in FJ's.

**June 9-12** — Long Beach Race Week. The SoCal version of the Big Boat Series. Proof that the IOR rule is not dead yet. (213) 598-9401.

**June 10-12** — Adam's Cup Area G Semi-Finals. Hosted by the busy Richmond YC, sailed in J/24's. The winner goes to the finals in Everett, Washington, on August 26. Linda Corrado Roy, (415) 442-2710 (days).

**June 11-12** — 7th Annual Gold Country Regatta. Scott's Flat Lake ("some like it flat"), Nevada City. Dinghies, multihulls and keelboats will go for the gold. Campsites, dry storage and overnight moorings available. Lynn Buchanan, (916) 272-6052 (evenings).

**June 18-19** — U.S. Speedsailing Grand Prix Regatta. Long Beach. First of four speedsailing events around the country for cash prizes (the San Diego and San Francisco regattas have been cancelled, but at the moment the Newport, R.I., Boston and New York events are still on). Featured classes supposedly include Formula 40's, Formula 500's and Formula 20's. (714) 675-0132.

**June 18-19** — Mercury Class 50th Birthday and Carmiggelt Memorial Regatta. Race/party/reunion at San Francisco YC. See the boat-of-the-month feature on the Mercury class somewhere in the middle of this issue. Dave Huggins, (415) 592-6868.

**June 23-26** — Audi Sobstad Race Week. Now in its fourth year — the first with sponsorship — this is fast becoming one of the best PHRF events in the country. Bruce Golison, (213) 438-1166.

**June 24** — South Tower Race. A 140 mile sprint from the Stockton Sailing Club to Crissy Field Buoy and back. The course record is 22 hours, 1 minute and 48 seconds, set two years ago by smokin' Don Trask in a J/35. Like beating your head against a wall, this one feels great when you stop. Greg Hill, (209) 579-3300 or Sally Hess, (415) 444-4321.

**June 25** — Long Beach to Kauai Race . . . cancelled. See *Race Notes*.

**June 25** — Vic-Maui Race. 2,308 miles from Vancouver B.C. to Lahaina, Maui. An IOR race limited to 35 entries. John Mcfarlane, (604) 669-3343.

**June 25** — Singlehanded TransPac. San Francisco to Hanalei Bay, Kauai. See related story lurking elsewhere in this month's *Latitude*. Shama Kota, (415) 332-5073.

**July 2** — Boreas Race. The 37th annual 84-mile sprint from StFYC to Moss Landing. Co-sponsored by Oakland and Elkhorn yacht clubs. Usually attracts 40 to 50 boats in three divisions. Joan Powell, (408) 724-3875.

**July 3 and 4** — Oakland-Catalina Race. If you can't do the Pacific Cup, this quick run down the coast is the next best thing. Plus, it's over before you start smelling bad or get bored. We've been buffing up our putt-putt golf game lately and figure we'll be the ones to beat in the post-race mini-golf tournament. Tom Tazelaar, 534-3758, or Margaret Fago, 522-1309.

**July 4** — Pacific Cup. The fun race to Hawaii! See list of entries in *Sightings*. Details at any West Marine store.

## Remaining Beer Can Races

CORINTHIAN YC — Friday nights through September 2. Fred Borgman, 435-2777.

ENCINAL YC — Friday nights in the Oakland Estuary. Spring series: 6/3, and 6/17. Seth Bailey, 786-6944 (days) or 521-4780 (nights).

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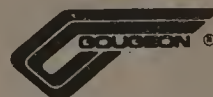
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# CALENDAR

GOLDEN GATE YC — Friday nights, Series I: 6/3, 6/17. Call the club at 346-BOAT.

ISLAND YC — Alternating Friday nights with the the EYC series. Spring series: 6/10, and 6/24. Seth Bailey (see above).

SANTA CRUZ — Every Wednesday night until the end of daylight savings time. Starts outside the harbor sometime after 6 o'clock. Very loose, very fun.

SAUSALITO CRUISING CLUB — Friday nights, Early Series: 6/10, 6/24. Milt Roed, 332-0700.

SAUSALITO YC — Tuesday nights, Spring Series: 6/14, 6/28. Don Chandler, 331-4017.

VALLEJO YC — Every Wednesday until the end of DST. 1755 start. Call the club, (707) 648-9409.

WRA of MONTEREY BAY — Friday night series for Women's Racing Association. 6/24, 7/22, 8/26. Sydnie Moore, (408) 429-8304.

Please send your calendar dates **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Not everything we receive gets included: items that are late, or that are phoned in, probably won't make it into the calendar. (Unless, of course, you take certain Latitude employees to lunch, preferably on Fridays.)

As always, calendar listings are announcements for events that are free or don't cost much to attend. The *Calendar* is **not** meant to support commercial enterprises.

## June Weekend Tides

date/day	max current	slack	max current
6/4/Sat	0128/2.2F	0401	0745/5.0/E
		1140	1446/3.7F
		1826	2033/2.0E
		2339	
6/5/Sun	0227/2.0F	0503	0840/4.5E
		1233	1541/3.5F
		1916	2131/2.2E
6/11/Sat	0222/4.8E	0620	0928/3.8F
		1240	1501/2.1E
		1804	2055/2.8F
		2343	
6/12/Sun	0308/5.1E	0708	1021/4.1F
		1335	1554/2.0E
		1852	2143/2.8F
6/18/Sat	0113/2.0F	0352	0720/4.3E
		1123	1427/3.1F
		1757	2001/1.8E
		2320	
6/19/Sun	0158/1.8F	0438	0805/3.8E
		1204	1509/2.9F
		1837	2049/1.9E
6/25/Sat	0110/3.6E	0525	0825/2.5F
		1135	1388/1.5E
		1650	1947/2.1F
		2236	
6/26/Sun	0158/4.1E	0610	0914/3.0F
		1233	1436/1.6E
		1739	2034/2.2F
		2318	

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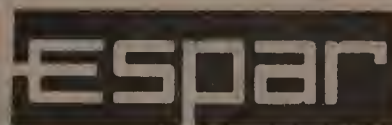
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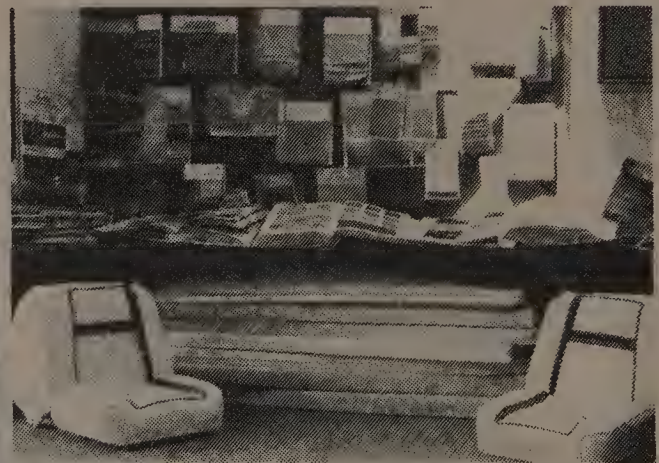
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# "I'd rather be fast than smart..."

...but unfortunately my boat is just not that fast. It's not for lack of trying either. I've spent lots of time and money on everything from new sails and integrated instruments to fancy keel jobs. I guess I was going faster than before, but it just didn't seem to be enough.

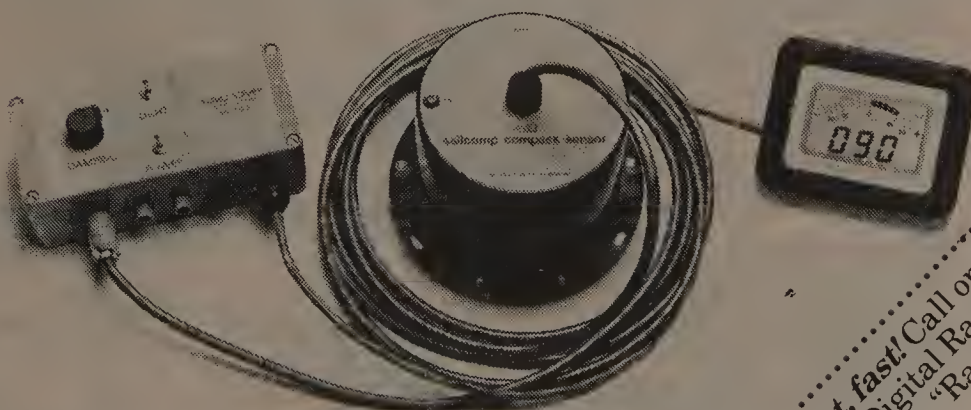
I used to spend every Saturday afternoon in the middle of the fleet with the same bunch of guys. No matter what I tried, I was never fast enough to break away from the pack. Whenever I sailed next to the top guys it seemed like I was going just as fast as they were, but by the first mark they were *always* ahead.

One day I realized, I wouldn't get faster until I got smarter. I'd heard about Sailcomp compasses, but didn't think they could make enough of a difference to be worth the money. After all, how could a digital compass make me go faster? Finally, I gave one a try. You wouldn't believe the difference. *Sailing smarter made me faster.*

We never used to pay much attention to the compass. Sailing upwind, I'd ask the crew "are we up or down?" Two people said "up," two said "down" and the rest didn't understand the question. Now when I sail upwind, any one of them can call the shifts. The display not only shows your exact heading, but also how much you're lifted or headed. Two or three degree windshifts, oscillations, persistent shifts; it's all clear to me now. I still see all the same guys on Saturdays, but now it's only at the bar after the race. I knew windshifts and tactics were important—I just didn't realize *how important!*

I could have spent a million dollars on my boat and still not have gone fast enough to make up for missing one big shift. Nobody goes *that* fast. You can't win races with a slow boat. **But you know, my boat seems a lot faster these days.**

## Sailcomp Digital Racing Compasses



**The Sailcomp PC103 Racing Compass** gives you tactical information that helps you win races. The display shows the heading and the starting timer in large digits while off-course and head/lift data is displayed on the upper analog display.

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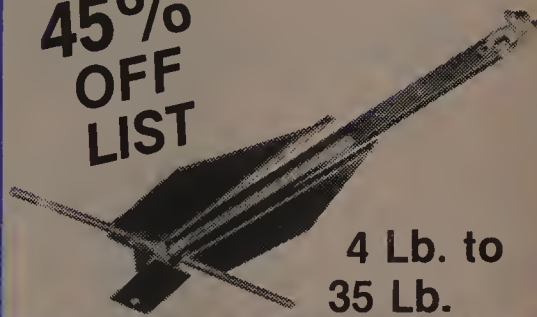
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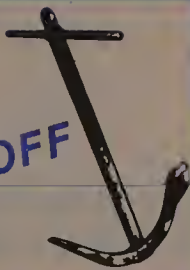
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3/16	7/16	50'	50'	148.00	74.00
7/32	7/16	60'	60'	196.00	98.00
7/32	1/2	65'	65'	229.00	112.00
1/4	1/2	70'	70'	250.00	125.00
1/4	5/8	70'	70'	322.00	161.00
5/16	5/8	85'	85'	495.00	250.00

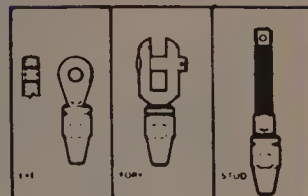
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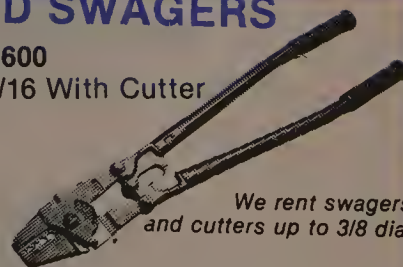
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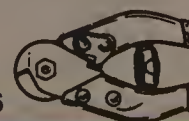


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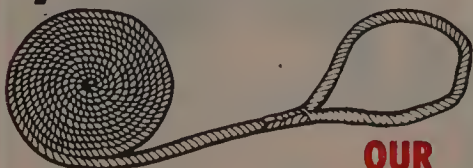
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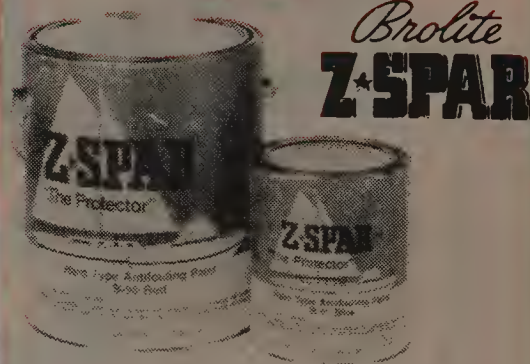
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# LETTERS

## ❑ INCONGRUOUS AND POSSIBLY A MISTAKE

The photo of the awash trimaran at a dock on page 119 of the April issue struck me as incongruous and possibly a mistake since it had no logical connection to the adjoining text.

Unless, perhaps you intended it to illustrate the Multi-Hull Symposium announcement. An apparently derelict Piver trimaran, sadly mastless, awash in her slip — what could this possibly convey to a prospective attendee of the Multi-Hull Symposium?

Would you announce a Wooden Boat symposium by showing the wreck of the *Hesperus*? Or an America's Cup symposium with an abandoned 12-Meter on the rocks?

Perhaps you meant to show that even the oldest of multi's remain afloat when filled to the gunwales with ocean.

But any derelict is a disagreeable sight, and your use of this photo is a cheap shot, a put-down of the symposium. Worse, it seems meant to disparage an entire range of vessels worthy of serious consideration by any sailor.

To paraphrase from another context, we who enjoy multihulls "have come a long way, baby". How come you haven't?

Ed Miracle  
Livermore

*Ed — There's something we always liked about that shot of the awash trimaran. Perhaps it's because she looks a little bit mean, like she's going to jump out of the water and bite you in the leg — a la Crocodile Dundee. But we never could find a place to run it until there was the ever-slightest connection with the symposium.*

*Multihullers have come a long way, Ed. All that's left is for them not to feel defensive and to be able to laugh at their sacred cows.*

*Just to show there's no hard feelings, here's a shot of one of the*



Multihulls in a better light.

*hydrofoil multihulls, complete with topless crew, competing at Antigua Sailing Week. Was she fast? Oh yes. Was she dazzling looking? Sure was. Do we wish we were out on the weather hull. Yep.*

## ❑ MY SIDE OF THE STORY

"Aware Women Beware" would be an appropriate heading for one of the 'Crew' Classy Classifieds in a recent issue.






Things are not always as claimed. Not only is the person older than he claims, but he's married as opposed to being divorced and doesn't have the demeanor he claims.

Not only do I fit the bill as the kind of person he is looking for, but I

## THE ARMCHAIR SAILOR



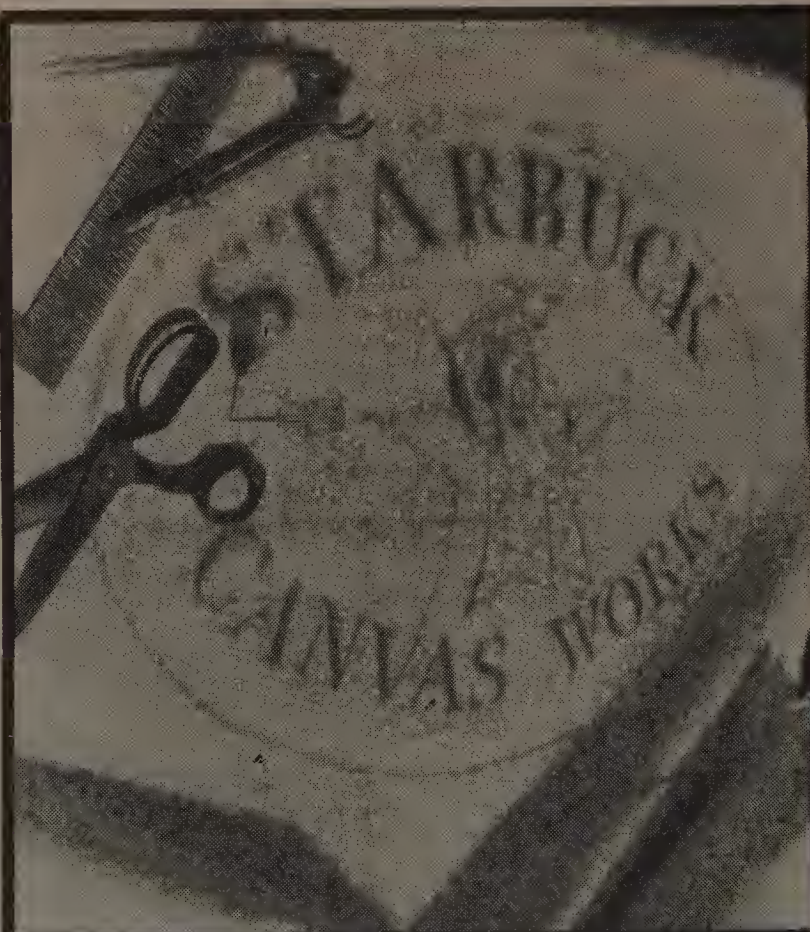
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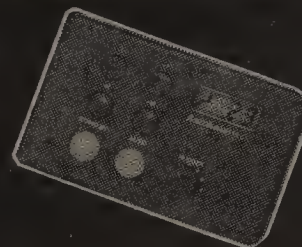
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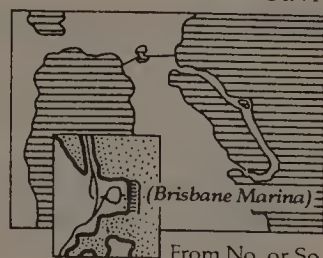
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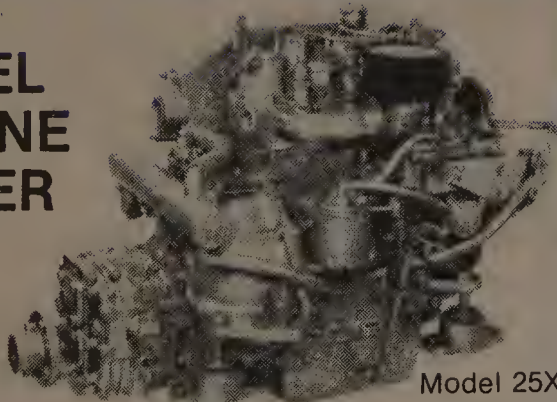


**Three out of  
four doctor's  
surveyed  
recommend  
sailing for  
their patients.**

Remember, a boat, like a mind,  
is a terrible thing to waste.

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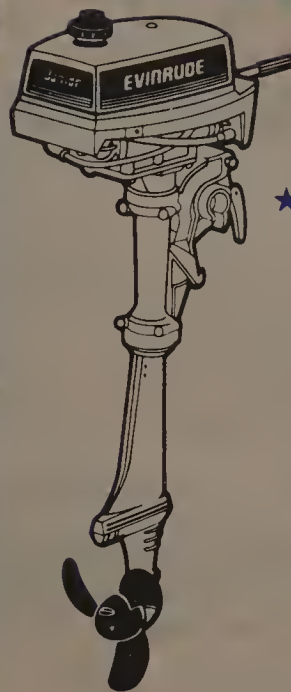
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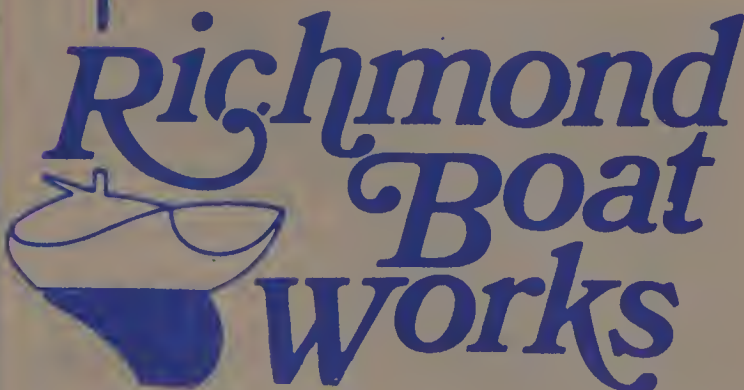
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# LETTERS

own half the boat and have a young child to boot. My concern is that the boat I have a partnership in not be used for unethical purposes.

I've observed sailing sisterhood and brotherhood to be composed primarily of open and trusting individuals who value an ethical approach to each other and the environment. Perhaps a disclaimer in *Classy Classifieds* is warranted.

Susan S.  
Santa Rosa

*Susan — A large circulation publication is absolutely the worst place in the world to work out personal differences with another person. If you indeed own half the boat, you have better and more effective ways of preventing her use for "unethical purposes".*

*We printed a greatly toned-down version of your letter for one reason: to remind everyone that claims made in the classified sections of this — and all other publications — are to be treated with at least a modicum of skepticism.*

## □ TAKING CARE OF BUSINESS

There we were off Cabo San Lazaro, with mountainous seas, hurricane winds and a broken Monitor windvane. Okay, we were actually motoring from Santa Maria to Cabo San Lucas in flat seas. Anyway, when the wind came back up enough to sail I went aft to engage the vane. There I discovered that a small teflon bushing had departed. Oh well, back to the TillerMaster.

Upon arrival in Cabo, we wrote Scanmar Marine in Sausalito and asked them to send us two bushings and a couple of snap rings and washers care of the Port Captain in La Paz. And to bill us.

When we arrived in La Paz after an arduous ten-day passage from Cabo during which we stopped at every beach and anchorage, the parts still hadn't made it. But a week later the stuff had arrived. No charge, too. The parts were accompanied by a nice note from Hans Bernwell with some suggestions on how to fix the vane.

It's really refreshing to deal with a company that believes in its product enough to back it — and with service. Thank you, Scanmar.

And thank you, *Latitude*, for the *Some Like It Hot* t-shirts we got free at Race Week. Even though they say "Latitude 34" on them. We got them at just the right time as we were about out of our clean clothes.

It's about time for us to leave the beautiful city of La Paz. We want to see how far north in the Sea of Cortez we can get this summer.

Dennis & Karen Klempel  
Windlied, Westsail 32

## □ DOES NOT BLOW TUBES

A former employee of Sea-Land, who is a reader of your magazine and resides in the San Francisco Bay Area, was kind enough to send us a copy of an article which appeared on Page 112 of your March 1988 issue.

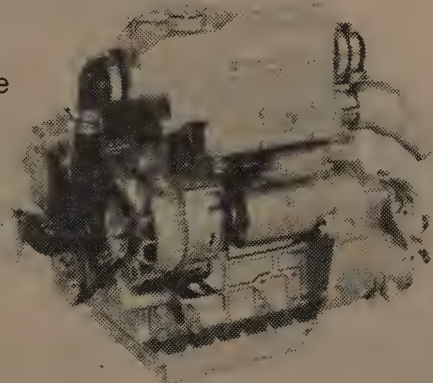
The brief article, "The Dirty Bay — and a Dirty Deed Done to It," incorrectly cites the *Sea-Land Marketer* for fouling Oakland Bay. As a result of this article, we have conducted a full investigation and received the assurances of our Chief Engineer and other members of the crew aboard the vessel on January 9 that the bilges were not pumped and that Sea-Land was in no way responsible for dumping of raw sewage into the Oakland Bay waters.

I can assure you that Sea-Land is a strong proponent of clean waters and supports all legislation dealing with such matters. Strict directives are issued to all our ship Masters around the world that they are to follow all requirements of local regulatory bodies concerning protection of waterways. All Sea-Land vessels are equipped, as is the *Sea-Land Marketer*, with a fully functioning marine sanitation

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- Unrivalled worldwide service network
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- World beating power to weight ratios



M30	=	29 bhp (inc gear box)	293 lbs
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# LETTERS

device to avoid pollution of harbor waters.

Your article is incorrect in its implication that Sea-Land vessels blow tubes and discharge their bilges due to low visibility conditions.

Eugene M. Kelly  
Group Vice President  
Sea-Land Service, Inc.

Eugene — The information was given to us from Thunderbird sailors Jim, Joyce, Regan, Vern and Steve. What do you folks have to say in response?

## ☐ ALEX MALACCORTO — WHERE ARE YOU?

If you're the same Alex Malaccorto of Caley's Corvettes & Combi Campers, please let me know. Twenty years is too long!

John Armitage  
108 Ulster, Walden, NY 12586  
(w) (914) 894-6381; (h) (914) 778-3350

## ☐ ONCE IS NOT ENOUGH

A friend sent me a couple of tear sheets from the April issue in which Greggus Winer complained about the winged keel on an O'Day 30.

Of course, there would be no excuse for an installation which might have caused a disaster. However, I think that 'Captain' Winer should not have condemned the keel based on just one experience. On the other hand, I agree that fin keels on larger boats do add to problems in heavy weather — regardless of the kind of fin keel; elliptical, rounded, winged or anything else that requires additional crew work.

Personally, I have never designed fin keel sailboats over about 24-ft in length because such small boats seldom go out to sea and normal mortals can handle smaller boats better. However, if there are compensating factors to add to lateral stability, then fin keels will function with less control from a tired crew. Such compensating factors like a winged rudder will help. This was recently tried on a J-24 and even a novice was able to control the boat in very blustery winds.

As for Greggus Winer's story, he writes that he left Bimini under the influence of a hangover, and then his directions get confusing and would seem to have him headed in the wrong direction for St. Thomas. One begins to question if he really knew where the wind was coming from, and whether the elbow bending on Bimini might have something to do with it.

In any case, he got where he intended to go, so it all ended happily. Fin keels, winged or not, do have a place, but in my opinion only if accompanied with compensating features to easily keep control. For cruising, I prefer long keels — especially my own designs which reduce wave-making and therefore add to speed.

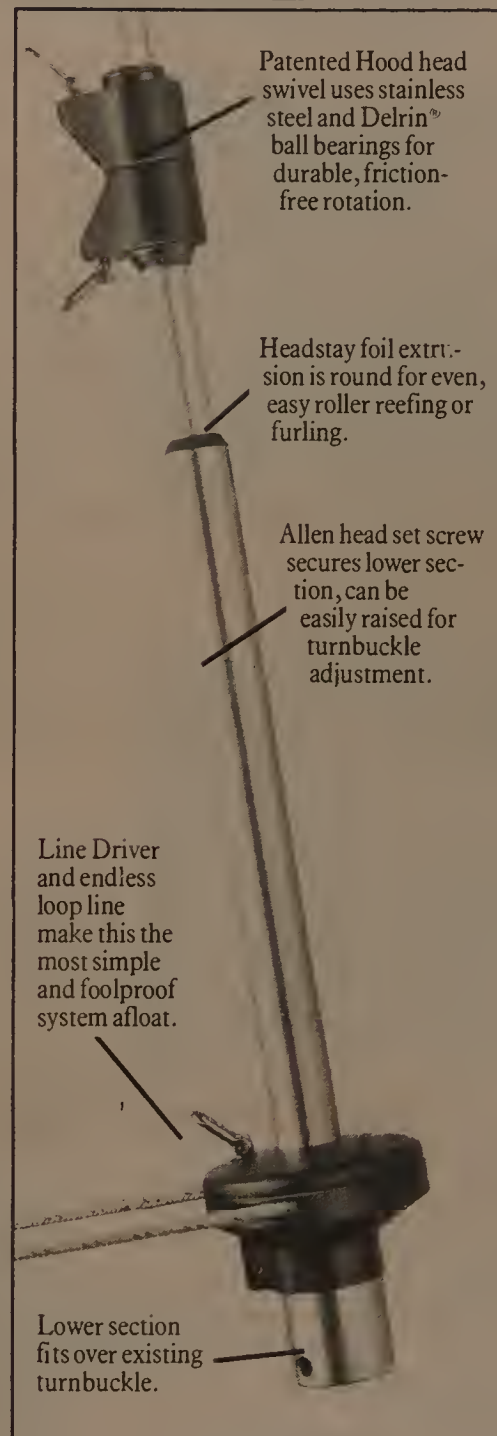
Nils Lucander  
Speed At Sea Designs  
Tacoma, Washington

Nils — If Mr. Winer seemed to be headed in the wrong direction, we'll take all the blame. In the course of editing his letter for clarity, we seemed to have got him headed away from his destination.

Personally, we thought his explanation of what he felt was wrong with the winged keel on that particular design sounded coherent and reasonable. While we wouldn't accept his word as Gospel Truth, we certainly felt it was credible. As for your thinking he ought to give the keel another try in the ocean, why do you suppose it might react any differently if faced with identical conditions?

The further 'out there' we've been the more we've realized how

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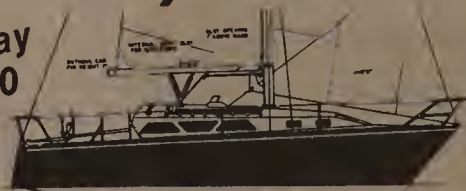
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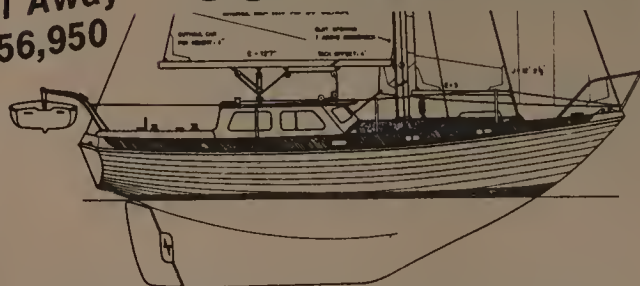


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33' YAMAHA slp, '79 .....	34,000	46' PETERSON, '79 .....	135,000
33' RANGER, '77 .....	34,000	46' MORGAN O/I ktc, '79 ..	145,000
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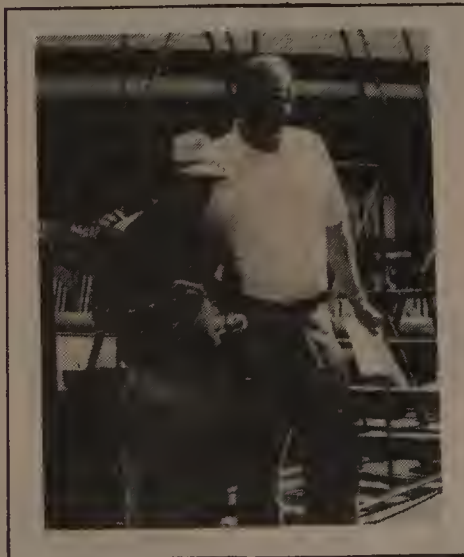
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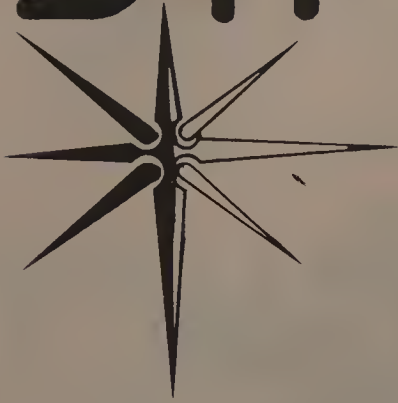
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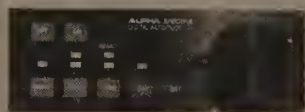
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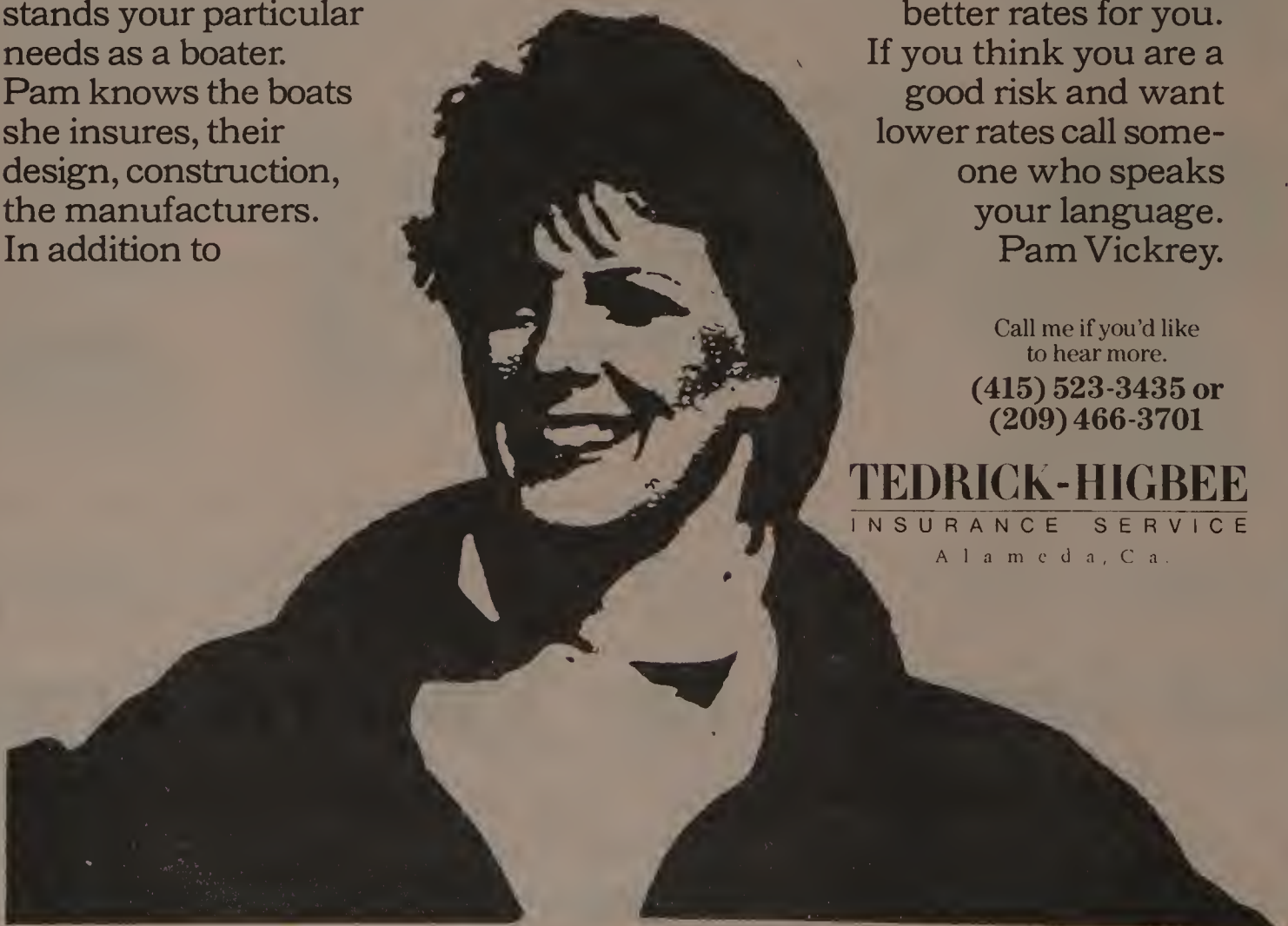
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# LETTERS

ridiculous the fin keel versus full keel controversy — even with wings thrown in — seems. There are good and bad fin keel boats and good and bad full keel boats. And there's a lot more that comes into play than those two factors. Easily the largest factor of all? The competence of the person operating the boat.

## □ FISH STORY?

The story on Baja Haha Race Week sure made it sound great, but do you really expect us to believe somebody speared an 89-lb amberjack? Without a photograph to support such a claim, it sounds like another fish story.

Heard Plenty of Them Before  
Marina del Rey



Here's Ralph from "The Trip" displaying his whopper.

H.P.T.B. — Seeing is believing, they say.

## □ WE'LL NEVER TELL

As a member of Women on Water, an organization sponsored by Metropolitan Yacht Club of Oakland that is dedicated to teaching women to sail, I have had many pleasurable sailing experiences. Women on Water do all of their sailing on boats owned by MYCO members and we always sail with the owner of the boat.

I can't say enough for the several fine skippers who have taken their time, their boat, and their patience to sail with a boat full of inexperienced women. As a W.O.W. sailor, I have learned a lot and have had fun doing it. All our skippers are fantastic sailors and terrific people with a great sense of humor.

During Spring 1988, several of the women had the opportunity to sail with Earl Whitner on *My Mistake*, Earl's Catalina 22. *My Mistake*

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# LETTERS

is not a new boat, being hull number 13 (yes, we have all joked about number 13 being named *My Mistake*), but she has given us many great sails and Earl has been a fantastic instructor.

Earl had to leave for Ohio at Easter time (poor guy has to work in Ohio for three months), but he left his boat in Shirley Van's inexperienced hands with instructions for W.O.W. to have a great summer. I might add that *My Mistake* does not have a head. Earl entrusted us with his 89-cent bucket — his final words being, "I don't care what you do, just have fun and don't lose the bucket!"

The following is our thanks to Earl:

## Thanks, Earl

*Earl left for Ohio, with a sad look in his eye,  
The girls all grinned, as they said goodbye.  
He tried to smile, though his heart did ache,  
It was sad to leave Shirley and 'My Mistake'.*

*Shirley dashed to the phone, to round up a crew,  
Let's go sailing and show what we can do.  
With wind in the main, the jib out a bit,  
We steered on a reach, going lickity-split.*

*The Estuary we sailed, just a time or two,  
Then headed to the Bay, where the wind really blew.  
We're sailors we said, let's enter a race,  
With all our skills, we can win, show or place.*

*We raced to Vallejo, with the sails wing-on-wing,  
Our confidence was high, the day was a fling.  
Of sixteen boats, we came in eleven,  
Sailing is great, but racing is heaven.*

*Coming home the next day, the trip turned to hell,  
We tossed and turned, fighting each swell.  
Unhappy we were, when Shirley lost our bucket,  
What could we do, but just holler 'fuck it'!*

*The trip got worse, but I won't give details,  
Suffice to say, water was over the rails.  
It was after dark, when we made it back,  
Safe at MYCO, we headed for the sack.*

*After all the cussing was said and done,  
We all agreed, the weekend was fun.  
We thank you, Earl, for giving us a chance,  
And we'll never tell, who peed in her pants!*

P.S. Earl won't be back until August, so we are still sailing and looking for crew.

Janifer E. Watson  
W.O.W.

## □ ONE MAN'S OPINION

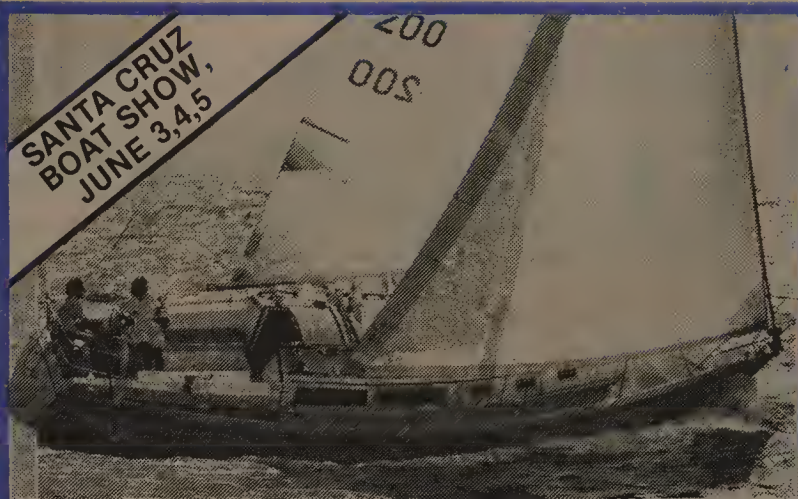
Joining the Master Mariners Benevolent Association is like joining some WASP elitist cult. Never have I experienced so many non-cordial conversations and had so few phone messages returned.

In general, I was totally turned off by this group. After talking to many others, I have learned that my experience and feelings are not unique.

What a shame. Genuine historical wooden boats shouldn't be judged by egocentric, hoity-toity, high-falutin' Marinites!

An Antique Boatowner  
Northern California

A.A.B. — Perhaps your gripe with the Master Mariners is legitimate. Nonetheless, we'd exercise as much restraint as possible. Putting on an event such as the Master Mariner's Regatta takes in-



## CATALINA 34

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Cal 33, '87 . . . . .	\$69,500	Westerly 26, '72 . . . . .	\$15,500
Fuji 32, '77 . . . . .	\$39,995	Olson 25, '85 . . . . .	\$18,500
Cal 31, '80 . . . . .	\$39,995	Moore 24, (2) . . . . .	\$12,500
Cal 3-30, '74 . . . . .	\$27,500	Catalina 27, '86 . . . . .	\$24,500
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# LETTERS

credible amounts of volunteer labor, and often times these folks are left with the impression that they can't please anyone. After a while it becomes easy to lose one's cool or get surly. We're certain everybody associated with the organization means well.

## □THE LIABILITY QUESTION

As we enter the windy summer racing season, I again consider my potential legal liability as skipper, with particular concern about personal injury. No matter how carefully the boat may be prepared and no matter how experienced the crew, the unexpected sometimes occurs (stuff happens).

A year or more ago, there were some discussions about maritime law and this issue. As I recall, the situation had been absurdly reduced to the point that providing beer and pretzels constituted salary and the volunteer crew were to be considered employees of the skipper. Thereby, one was subject to maritime law and a host of possible outcomes that would favor abandoning the racing circuit.

One of the examples cited in the previous review of this topic was a young man who was struck by a boom while sailing out of Santa Cruz, I believe. The skipper's defense was that the injured sailor was, in fact, careless and/or inexperienced and hung-over, thereby liable for his own injury. The litigant's position was that he was an employee and, therefore, injured on the job. It would be interesting to know the outcome of this situation which is not at all implausible and probably occurs not infrequently.

I would be interested in the opinions of some of our sailing colleagues, especially the legal brethren. Should we have the crew bring their own sandwiches?

Bruce T. Adornato  
Los Altos Hills

*Bruce — We wish we were able to keep our readers abreast of the developments of these cases, but it's nearly impossible. Such cases go in fits and starts. Some are dormant for years or are quietly dropped. Many are settled out of court with an agreement that the settlement not be disclosed. Others go on forever. We know of one such controversial incident involving a young woman that happened in 1984; it's finally coming to trial — maybe. But that's nothing. About 13 years ago a Sausalito ketch by the name of Spirit sank returning from Hawaii with a loss of life. Some of the survivors sued, some didn't. The case was tried, appealed, reversed, twisted, re-filed and everything else that can be done to a lawsuit. To the best of our knowledge, it's still festering in the courts somewhere. In fact, we have every reason to believe that cockroaches and sharks will become endangered species before that case is settled.*

*The last advice we got was that providing beer and sandwiches in itself wouldn't be sufficient evidence to prove there was an employee/employer relationship, but that it was a start. Every situation is different, of course, but it certainly would be nice if someone could provide boatowners with some basic guidelines on how not to be sued.*

## □THERE SEEMS TO BE SOME DISAGREEMENT

I have a dream — perhaps just a fantasy — of sailing the 'Seven Seas'. There are lots of problems standing in the way of this dream, but none so great as not knowing exactly what the 'Seven Seas' are.

Some authorities — specifically the *Oxford Companion to Ships and the Sea* — say they consist of the South Pacific, the North Pacific, the Arctic, the Antarctic, the North Atlantic, the South Atlantic and the Indian.

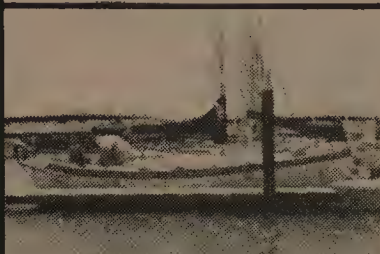
However, there are those who contend that the 'Seven Seas' are the South China, the Celebes, the Timor, the Banda, the Flores, the



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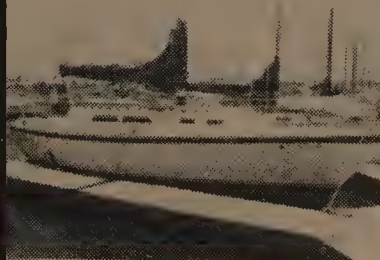
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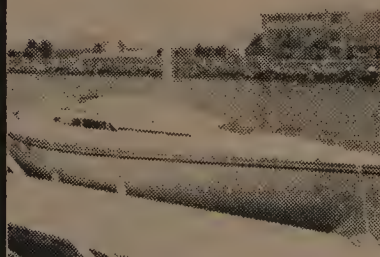
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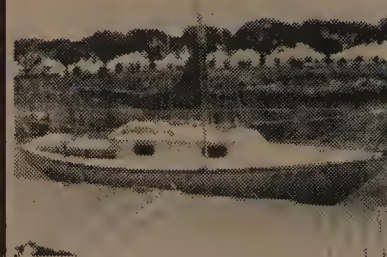
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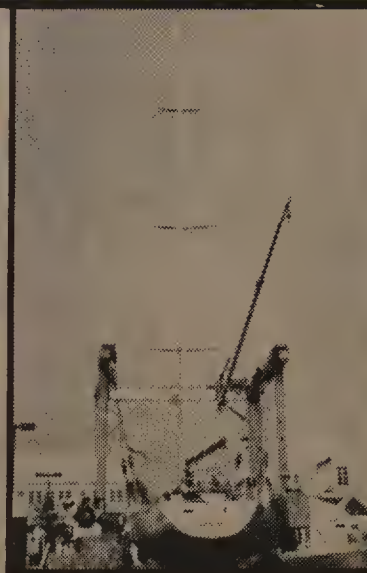
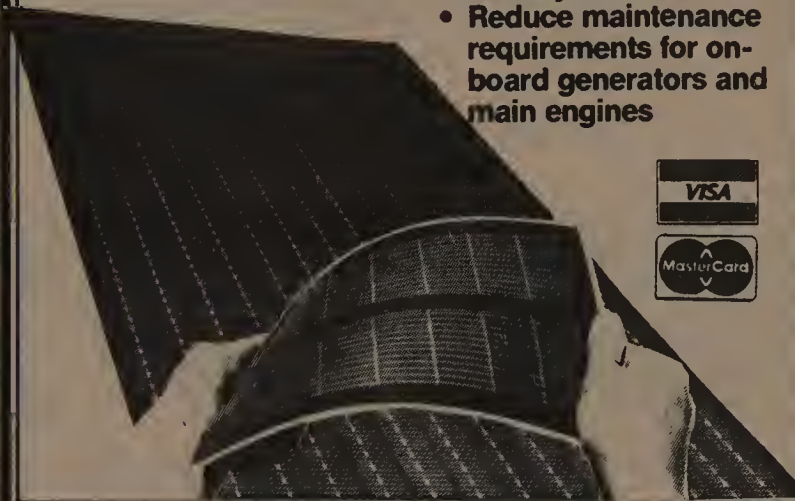
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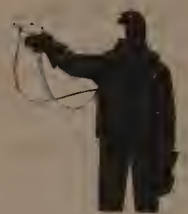
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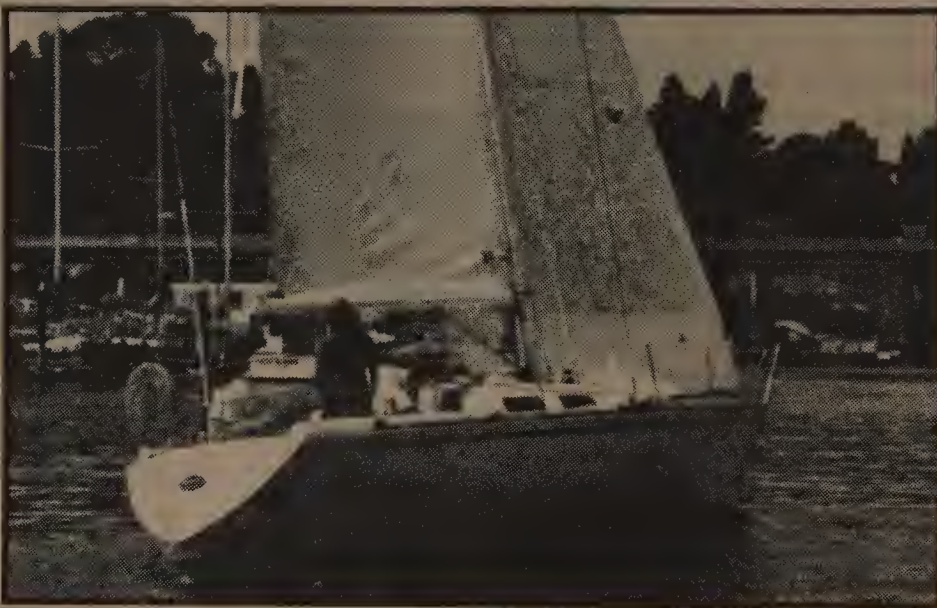
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# LETTERS

Java and the Sulu. The idea being that anyone who had 'sailed the Seven Seas' had been on the longest clipper ship trade route in the world, from England to China and back.

Terry T.J. Johnson  
Santa Ynez

Terry — We have no idea. Can any of our readers be of assistance?

## □PERHAPS WE MISUNDERSTOOD

I'm writing in regards to your remarks on M. Biller's April letter concerning the \$2 million Berkeley Marina project.

Perhaps you misunderstood. We berthers are not against either repair or renovation as such. But we do prefer to see that the money be spent with some intelligence. When we started looking into the proposed project with our own experts, we weren't convinced that was going to be the case.

For many years in Northern California there was a terrible lack of berth space. A boatowner either had to take what the marinas dished out or move. Since moving was impossible . . . well, to make a long story short we all became good little berthers.

But things have changed. New marina construction means that marinas that used to have long waiting lists — such as Berkeley — have empty berths. And that boatowners are starting to take a look at what marinas are calling progress.

For instance, is it progress to give up closet-sized lockers which also act as windbreaks in cold, foggy, windy Berkeley? Such lockers have proved ideal for those friendly "back fence" neighborhood chitchats. It wouldn't be the same with the normal little fiberglass dock boxes that hold little and offer even less protection from the wind and cold.

Is it progress to cut down the width of a very busy and very windy main fairway? Berkeley Marina gets lots of commercial and party fishing boats, Hornblower Yachts (including the big *City of San Francisco*), Red & White and Blue & Gold ferries — not to mention all the recreational sailboats putting up or dousing sail and all the recreational powerboats trying to avoid them.

Is it progress to rip out the pilings that a lot of boaters use to keep their boats from grinding against docks in nasty winter southerlies and be told to tie off to your neighbor instead?

I could continue in this vein, but I think you get the picture.

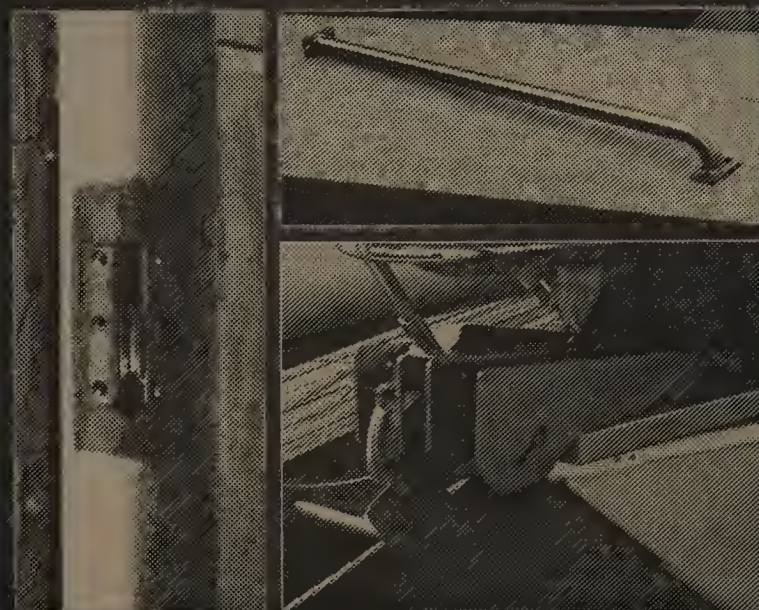
In the past there has been little or no dialogue between boatowners and those who are in the business of providing shelter for boats. I admit that we boatowners have been at fault; we're lazy and have preferred to just go sailing.

But when the Berkeley Marina berthers were pushed into a corner by this upcoming project, we discovered we had a few ideas on the kind of marina/neighborhood we would like. And more than a few questions on the way things were being done. Since our suggestions to the office were politely dismissed, and since this is Berkeley, we organized ourselves in to the Berkeley Marina Berthers Association. Now we are being listened to.

(Incidentally, the management at Marina Bay in Richmond calls meetings of berthers every so often just to get their input into marina affairs. Are there any other marinas that encourage this kind of exchange of ideas?)

Believe me, I'd greatly prefer getting doused with cold seawater while changing headsails in mid-ocean or trying to get a sight from a peek-a-boo sun in the same conditions than go to all these meetings. But it needs to be done. Our harbormaster is from a small, private marina in Southern California where it's warm and the winds are light. Berkeley Marina, on the other hand, is large, public and one of

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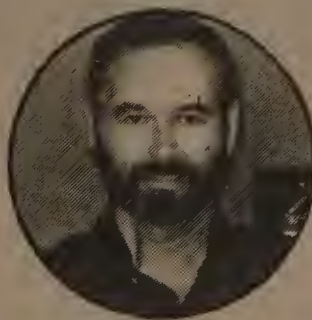
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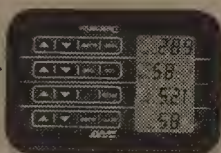
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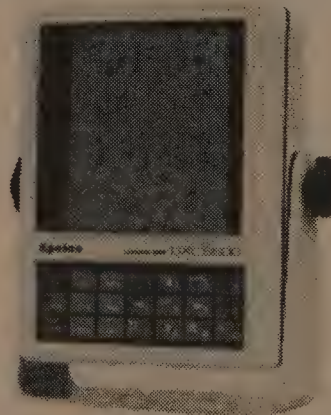
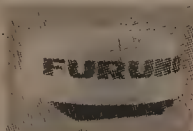


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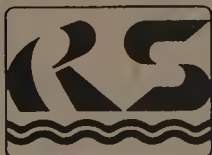
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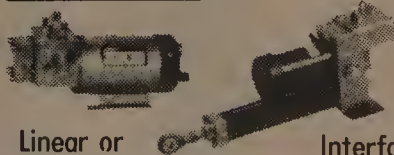
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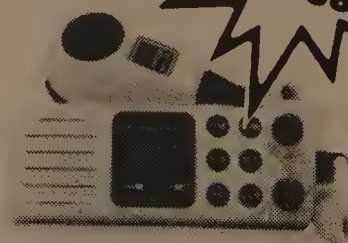


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# LETTERS

the coldest and windiest places on the Bay. I think we all have a lot to learn.

If anyone would like to know more about the Berkeley Marina Berthers Association, please write to BMBA, Box 8508, Berkeley, CA 94707-8508.

The BMBA won't be able to make Berkeley into a warm and fog-free marina, but with the cooperation of the boatowners and the management it can be made into a nicer marina for the tenants.

Faith Tamarin  
Berkeley Marina

*Faith — Sorry, we apparently didn't understand M. Biller's letter.*

*It's an interesting point you make, however, about it having become a berth renters market. But even in Southern California, where berth space remains tight, tenant groups are forming to have their say. We think it's a good thing.*

## □ LEAKY TEAKY SAILING ASSOCIATION

As a long time owner of a 41-ft Garden ketch, I propose starting a Leaky Teaky Sailing Association, open to all who own ketches based on Garden's design. This would include Yankee Clippers, CT-41's, Formosa 41's, various Garden 35's, etc. In fact, any owner of a any size Garden ketch would be welcome to join.

The purpose of the Association would be to swap tips regarding maintenance, sailing performance, rigging, etc., as well as to arrange one or two annual cruises.

Any owner interested in joining the Leaky Teaky Sailing Association only needs to write me at 417 Sycamore Hill, Danville, CA 94526. The following information should be included:

- ✓ Owner's name and mailing address.
- ✓ Boat name and berth location.
- ✓ Year the boat was built and size.
- ✓ Engine make and model.
- ✓ Sail inventory.
- ✓ A list of any unique modifications made.
- ✓ Longest cruise the boat has been on.
- ✓ VHF call sign.

I will consolidate all the information I receive and furnish a copy to all owners. All correspondence will be by mail unless phone contacts are prearranged by mail between individual owners.

For all of those who own and enjoy these heavy, comfortable boats, let's get together now!

Bill Gibson  
Danville

*Bill — A fine idea.*

## □ THE END OF THE CUP

I can't understand why everyone, including *Latitude*, seems to be taking New Zealand's side in the America's Cup affair (Cupgate?).

There is no denying that the San Diego YC and Sail America have been incompetent and imbecilic in the whole matter. But Fay and his dinky little yacht club, while perhaps following the letter of the law, certainly have flagrantly disregarded the spirit of the Cup.

San Diego did win the races fair and square, and I think that it's unfair to deny them the three years of hoopla that Perth and Newport had. Challenging to race in one year certainly breaks precedent. And is it necessary?

Many would agree that the event should be raced in something other than 12 Meters. But 120-ft platforms with sails? I'm sure that a committee formed by the challenging countries could have come up with something more practical than that!

I'm afraid that September may herald the end of the America's

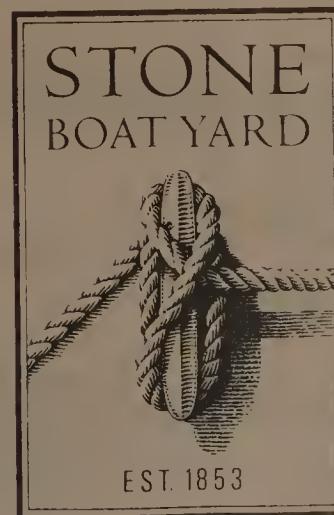
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# LETTERS

Cup.

Brenda Milum  
Lafayette

Brenda — From our perspective, the San Diego YC and Sail America began losing the public relations war right from the beginning. So concerned with all the money that was going to be made for the city that would be annointed 'host', they neglected to get around to the minor details; like the who, what, where and when of the next Cup. The America's Cup was no longer seen as a sailboat race but merely a crass vehicle for making money. We think they also misjudged how fed up most sailors are with those stupid 12 Meters.

When Fay finally came along with his brash challenge and lawsuit, it was like David versus a smug and bloated Goliath. Nobody gave him a chance. But everybody loves a sporting underdog who thinks big and wins big — which is exactly what Fay did in court.

San Diego and Sail America played right into Fay's hand when they taunted Fay with the possibility of a multihull defenders and then decided to go ahead with them. When Goliath refuses to meet David on a level playing field, Goliath loses big. Worse than that, Goliath is a poor sport.

Sail America's last ditch proposal to let Bruce Farr design a 70-ft one-design America's Cup boat was a good one, but too late. Furthermore, it seemed to confirm the suspicion that Sail America had been in the wrong all along.

Until early May, Fay had played his cards just right. But he flubbed big when he denied Australia and England the opportunity to participate in a trials to choose a challenger. His image as a sporting gent now begins to look like so much posturing.

If nothing else, however, sailing history will remember Fay well as the individual who rid the America's Cup of dinosaurs. We should all thank him for that.

## □WHAT'S WRONG WITH KAISER?

First things first. Larry and I, who sail San Francisco Bay all the time on *Levon*, have a new crewmember — as you can see from the photo. He's our son, Addison, who is an avid sailor. He'll be taking his first big cruise with us in the Virgin Islands this month. That's our *Changes*; now for some responses to *Letters*.

To George and Barbara Milum who wrote in the April issue, I have to ask what you mean by "we surely don't want to stay with Kaiser (healthplan while cruising)." Those are pretty strong words!

My husband and I cruised for over a year without incident; then near the end of our trip, while in Hawaii, I required emergency knee surgery that cost many thousands of dollars. We'd had Kaiser for 16 years at the time and, like always, they didn't let us down. This despite the fact that I required a specialist they didn't have on their staff. They located one who put me back together better than I was before.

I'm not sure of other peoples' problems with Kaiser, but did you know that when you give up coverage with Kaiser you can't always get back on the plan — especially if you are older or have pre-existing problems?

By the way, we used a San Francisco address and didn't tell Kaiser we were cruising. We just said we were on an extended vacation.

People should also remember that it's not going to really matter how great your coverage is if you are in the middle of nowhere. You'll probably just have to rely on yourself and whoever is available to help you.

A final comment to Brenda Ryerson of *Incredible*. Being a sailor and a woman who uses make-up, perfume and nail polish — which my husband says doesn't hamper my sailing ability — I wonder

# An Older Design Updated...

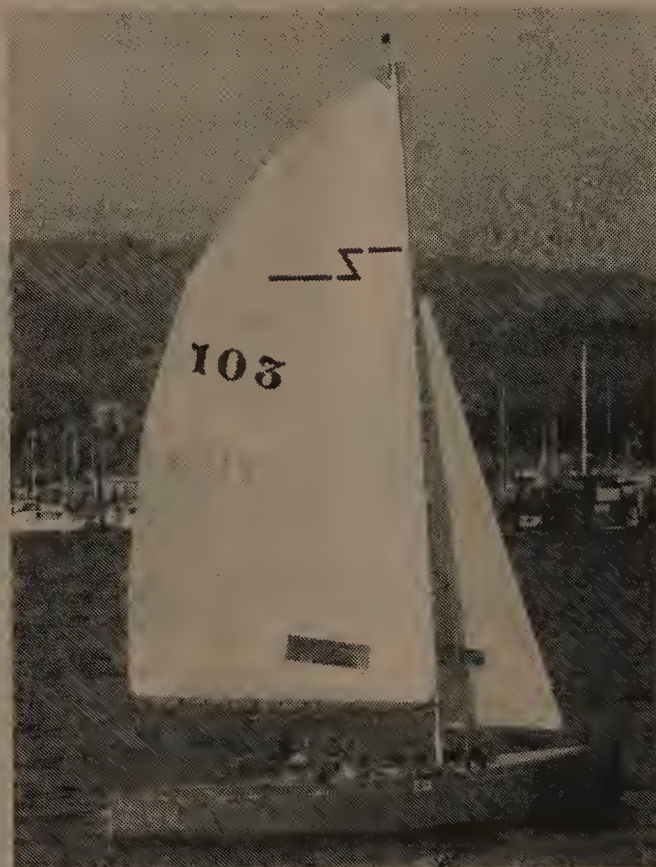


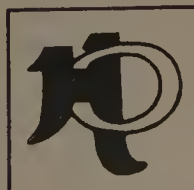
photo: Emily Vander Horst

Dick Humphrey's Zephyr  
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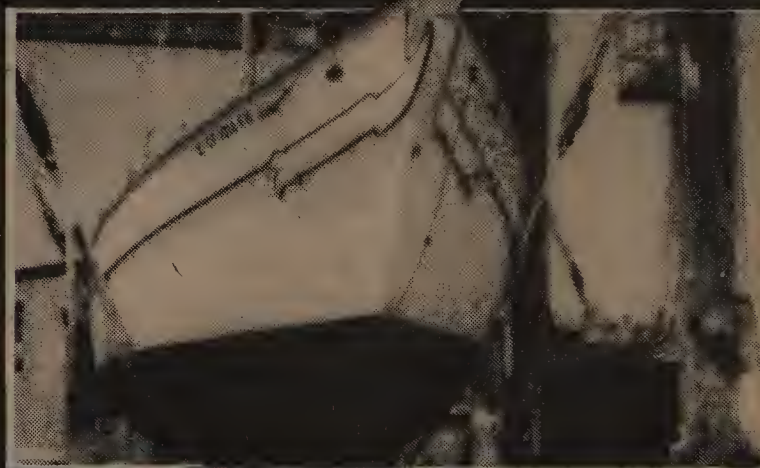
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# LETTERS

what's wrong with a woman smelling good? By the way, I don't wear high-heeled deck shoes. There's a time and place for everything.

Jo Michael Duke  
Levon

## □ TO THE AMUSEMENT OF FELLOW BOATERS

It was the spring-like weather at Hospital Cove that brought eight people off their Soverel 33 and into the classic — and buoyant — piperboat dinghy!



Eight the hard way.

They did take on water — and to the amusement of fellow boaters, slowly sank into the chilly waters.

Mary Miller  
Berkeley

## □ IT'S NOT EASY UNLESS YOU EASE IT OUT

As you can see from the mid-April postmark of this letter, I'm late commenting on something that appeared in the March issue. Actually, I was interested to see if anyone else would comment on it, but there wasn't a word.

I'm referring to *Kostecki's Ace Tips* that appeared in the *Racing Sheet*. I really like the idea and think that having people as knowledgeable as Kostecki share their knowledge is wonderful.

But spending as much time with novice sailors as I do, I couldn't help notice a very important feature of ducking a starboard boat that was not mentioned. On most boats — although maybe not the kind Kostecki sails — it is almost impossible to duck without easing the mainsheet. Especially in typically strong San Francisco Bay winds.

An expensive example of this took place a couple of years ago during the Master Mariner's Regatta when a port tacking salty cutter named *Suds* approached the lovely starboard tacking schooner *Brigadoon*. The skipper of *Suds*, a competent woman, called for ease on the main so she could duck the other boat. For one reason or another the mainsheet handler couldn't release the main, and so informed the skipper. The skipper, immediately realizing it would now be impossible to duck the schooner, put the helm over just in time to avoid a t-boning.

While major damage was avoided by the skipper's understanding of the situation and quick action, the masts still tangled and damage was done to the rigging of both boats. Both retired from the regatta.

Perhaps I'm picking nits, but the ease-the-mainsheet omission was brought to my attention by two or three other people who have had similar hair-raising ducking stories, all of which hinged upon mains not being released.

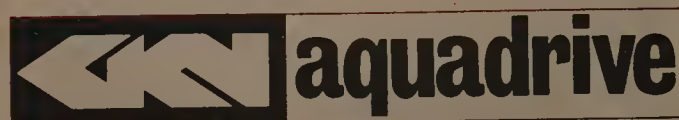
On another subject, it was interesting that the Muff of the Month article appeared within four pages of the item on the Mare Island Coast Guard Station closing. Jerry Pajan had a hairy day in the Carquinez Straits, but would have had quick help had he not made it

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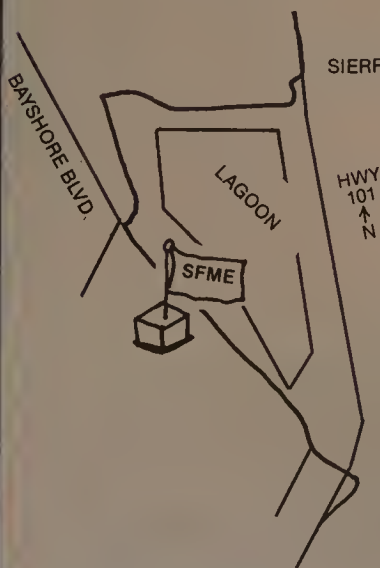


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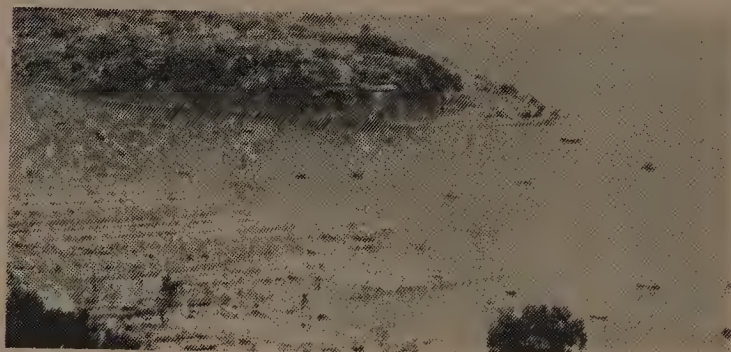
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# LETTERS

safely back. Not now, with the Coast Guard station having been closed.

Jane A. Pierth  
Sausalito

Jane — On yawls and especially ketches, it's equally important to ease out the mizzen. A sailing friend of ours tells us that the Basque word for 'rudder' is the same as 'mizzen'; if you've ever driven a ketch you'll know why.

## ☐ LOOKING FOR COMPASSION BUT NOT FINDING IT

Ahoy, me hearties!

Could you have compassion for a poor, tired, broken-down old yachtie in Acapulco who still sails two or three times a week?

I see your publication on a catch-as-catch-can basis and thoroughly enjoy it. Even though your subscription information discourages interest on the part of disadvantaged mariners based in foreign climes, I would still like to become a subscriber.

I am willing to accept the vagaries of the Mexican postal service. And for that matter, the vagaries of the U.S. postal service as well. Name your price.

Ron Lavender  
Acapulco, Mexico

Ron — Foreign subscriptions have proven such a troublesome drain on our resources that we've made it our policy not to accept them. Sorry, we wish we could accommodate you and the others outside the States who request subs.

There is an option, however. Have a stateside friend or mail service subscribe in your name and forward the magazine to you.

## ☐ EXPLAINING "IDIOTIC MEANDERINGS"

A quote attributed to you in this month's *National Fisherman* regarding the Coast Guard's drug interdiction program suggested that you supported going after drug smugglers and not 'casual users'.

If this quote was correct, you must also believe in "a little bit pregnant" and other such idiotic meanderings.

Can you, in any conscience, deny the concept that for a viable market you must have three things: a product, a medium of exchange, and a market? Isn't your 'casual user' the market?

I personally believe that we're attacking the problem from the wrong end. I say bust all the casual users and have them spend their weekends on the county pea farms or cleaning roads and stream beds in those gay little orange "poopy suits". There would be no guards needed. If the people walk off, their names are turned in to the court for bench warrants and real trouble.

We've had two decades of playing 'patty-cake' with junkies of whatever ilk. It's time now, as we said in the Navy, "to kick ass and take names."

Bob Dwinell  
Napa

Bob — We're not sure exactly how the *National Fisherman* quoted us, but it's clear you didn't get a distinction we made.

We're against smuggling drugs because it involves inflicting a whole series of problems on innocent victims. It's bad for the balance of trade, places a tax burden on non-smugglers, destroys cruising grounds for law-abiding people, damages community values and makes life cheap. And that's just for starters.

As for the personal consumption of home-grown pot or the legalization of pot, they are entirely different issues. If someone wants to grow and smoke their own pot, we're willing to let them because it



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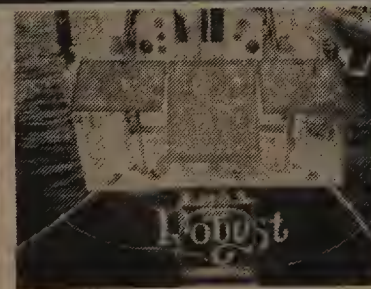
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# LETTERS

normally wouldn't result in their inflicting problems on others.

The legalization of pot — some conservatives such as William Buckley have advocated the legalization of all drugs — is a more difficult question. While we haven't smoked pot in years and think it's only rarely beneficial, in the long run it might be the most practical way of handling a problem that isn't going to just disappear. We say 'might', because legalization could also end up being a horror. The problem of drugs doesn't lend itself to any simple solutions.

As for stream beds, if everyone who smoked pot had to put on orange suits and clean them, there wouldn't be any room left for the water.

## □ JUST TATTOO NUMBERS ON THEIR ARMS

I'm writing in regard to the new 'zero tolerance' program sponsored by the Drug Enforcement Administration and the United States Coast Guard.

I don't know about you, but I think it's high time the government showed a little backbone and kicked some ass. For far too long we've been allowing all the rich yachties to bring in tons of coke. I mean how else are all those people financing their years of leisure cruising around the world? I mean it has to be those 'free-living' boat people. Who else could it be?

'Zero tolerance' is an appropriate term. Enough is enough. Get caught with a joint and you *should* not only go to jail but you *should* lose your boat. The law's the law. While we're on the subject, I say a person caught behind the wheel with a blood alcohol level of .10 *should* have his automobile confiscated on the spot. Make him or her an instant pedestrian.

If you're caught with drugs in your house — any amount will do — then your house *should* immediately be taken from you to pay for the extra cops and armed forces, and perhaps spies, necessary to do the job. Yes, that's the ticket, a roach in your house and you instantly join the homeless. The informer gets first crack at your stuff at the state auction. Let's make it clear to people which side of the drug issue they'd better line up on.

Happy days will be here again. New jobs for people who get off carrying guns and wearing uniforms. New jobs for people who like to play spy.

Of course, the next restriction will be inter-state travel permits. Afterall, we can't just have *potential* drug smugglers wandering around free. They could be anybody. And then mandatory drug testing of children. The first test could be administered when they get their social security number; can't start too young, you know.

Haven't we all had enough of this namby-pamby human rights stuff. Why bother with social security cards at all when we could tattoo the kids' numbers on their arms. We'll tell them, "It's free, it's you, there's not another one like it." Yeah, make a fashion statement.

For those of you who didn't immediately realize this was a joke, go to your room and don't come out for at least five years. If you did see the humor in it, you'd better laugh loud and long before they pass a law against that, too.

Great magazine and thanks for the 'Roving Reporter' t-shirt. The new one is truly a quality apparel item.

J. Burner  
San Francisco

## □ SALMON BALLET ON MONTEREY BAY

I wish to make some positive comments on the Easter Seals Salmon Derby held on Monterey Bay in late April.

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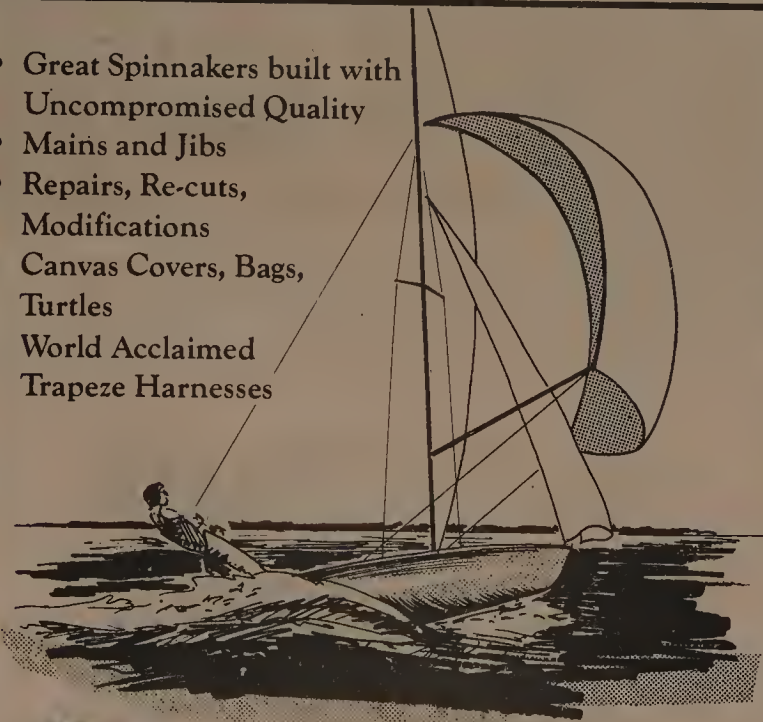
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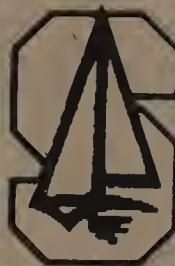
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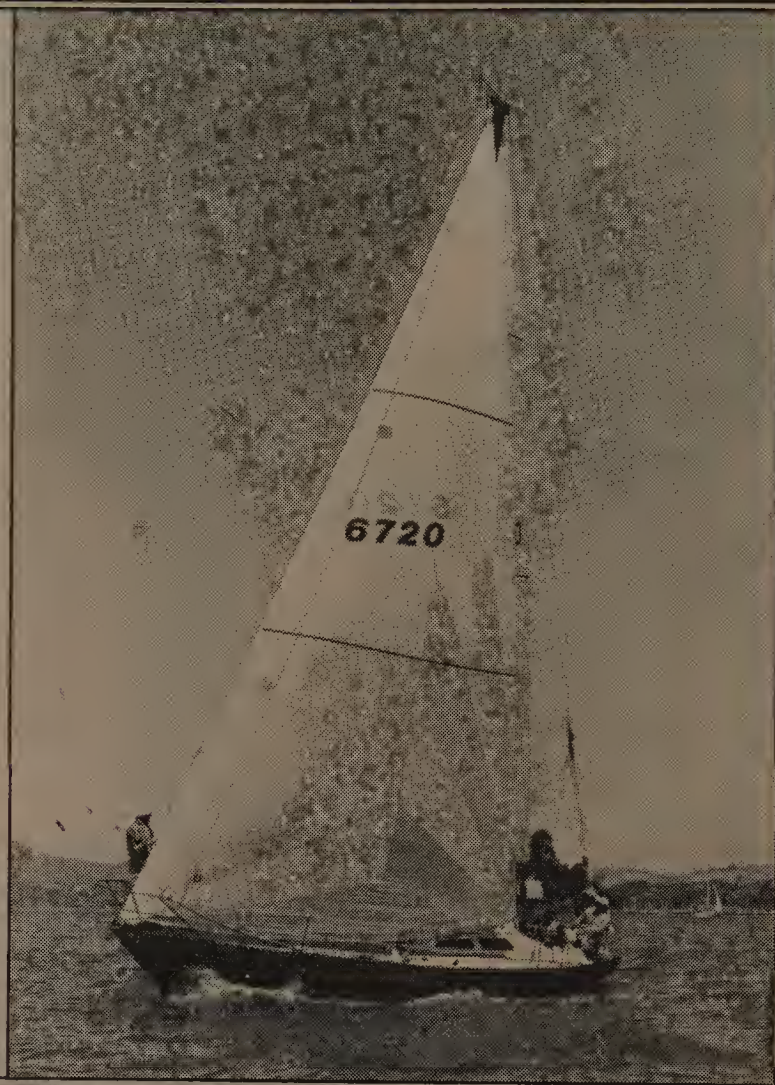
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# LETTERS

the bigger they are the more fun they are to catch. The weather was beautiful, too; much-needed rain at night followed by warm breezes and calm seas during the days.

Hundreds of small, trailerable boats dotted Monterey Bay. In the early hours only one sailboat mast could be seen among them. She served as a seamark for everyone trying to meet friends and was often mentioned in the chatter on CB and VHF radios. While everybody was mentioning the sailboat on the radio, her captain and crew were busy crankin', nettin' and putting the salmon in the box.

When the derby ended at 3 p.m. on Sunday, that sailboat, *Overtyme*, a Catalina 30, probably had won more prizes than any other non-party boat on the Bay. In fact, despite being beautiful under sail, she's probably the number one sport salmon fishing boat on Monterey Bay this season. Since the season opened, her success average is 73 percent based on limits allowed versus the number of people on board each trip. Her skipper and crew have a saying they repeat from time to time as they work: "Up to our knees in blood and scales, weigh 'em in and make for Wales".

I'm proud to say I was a member of that crew.

Many people and all sponsors deserve credit for making the Easter Seals salmon derby such a success. They include Andrew Spranza, committee chairman, and his staff. Warren Masten, Irish weighmaster at the Monterey Coast Guard pier; his sense of humor and coin-flipping made for a great final ceremony. To overall derby winner, Bill Wilson, who caught a 23-lb salmon while escorting 21 Cal Vet wheelchair patients from Palo Alto. For all of us who had to lose, it's great to lose to a terrific person. To Dave Hardy, my sailing partner, for taking care of my dog while serving his Coast Guard Reserve weekend duty. To the three-man California Dept. of Fish & Game crew for keeping people honest; they did a very professional, polite and no hassle check on us. To Beth Ahrens, my beautiful friend from Santa Cruz, who generously offered refrigeration, transportation and lodging in the event we decided to fish the other side of the bay. And finally, to my skipper, Alex Rouch, who gave many of his fish to the Camp Sunburst Benefit, shared our prizes fairly, and made our salmon ballet on Monterey Bay possible.

We on *Overtyme* ended up with more than nine prizes during the three days. Did any commercial boats, power or sail, top that?

Judd H. Redfield III  
Peregrinus  
Carmel-by-the-Sea

## □ THAT'S NOT EXACTLY WHAT I SAID

I'm writing in reply to Bob Buell's letter in the April issue.

Like Bob, I was surprised by the March issue's reference to *Merlin's* 12-day, 17-hour return trip from Hawaii as a "lesser known record". Fully aware of *Windward Passage's* record time, I never claimed *Merlin's* to be a record.

Although not a record, *Merlin's* run was an excellent time for the 2,972-mile return, especially as we carried the spinnaker for only six hours!

Chuck Hawley was sailing about 100 miles to the north of us on that trip when the keel fell off *Charley*, the boat he was delivering. They returned to Hawaii in winds described as being 40 knots. I later checked *Merlin's* log and found that at the time she was flying upwind at 10.5 knots, blinding the crew with spray and green water sweeping the decks. What a ride! The water flowed down the decks so hard and fast that it caused my lifejacket to inflate unexpectedly!

One small omission from the original article quoted by Buell was the record I do hold for the Pacific Cup: 8 days, 14 hours and 32 minutes from the Golden Gate Bridge to Kauai. It took us 21 minutes from the Alcatraz start to the bridge, the bridge being the place — at



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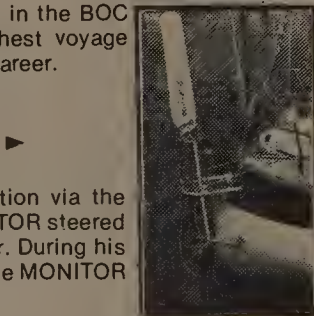
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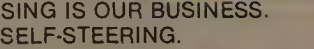
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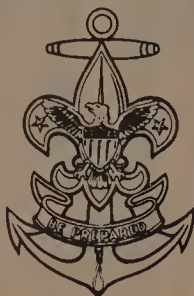


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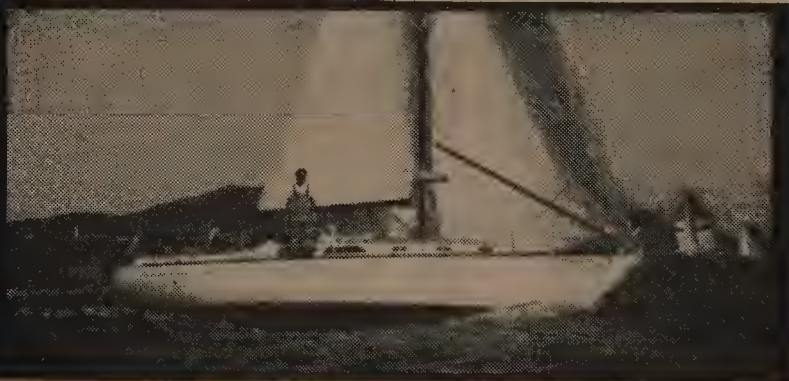
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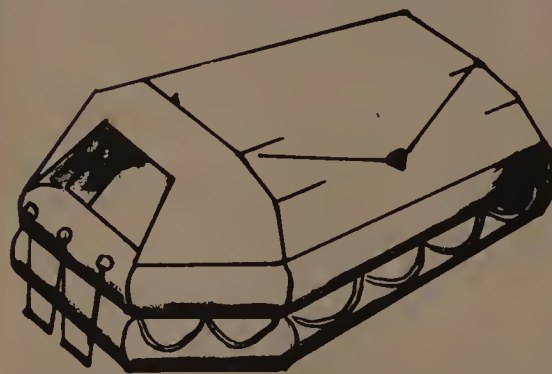
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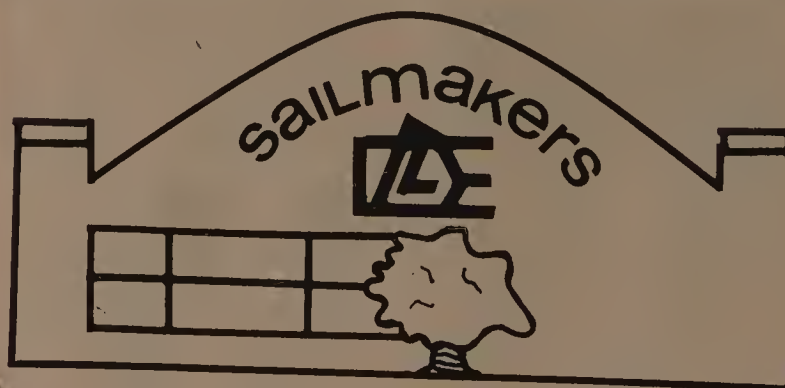
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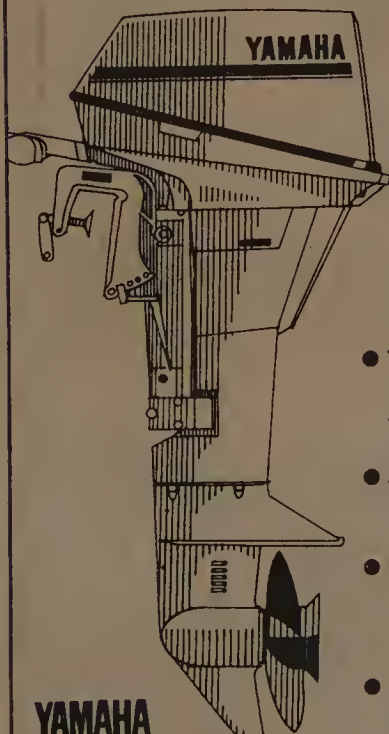
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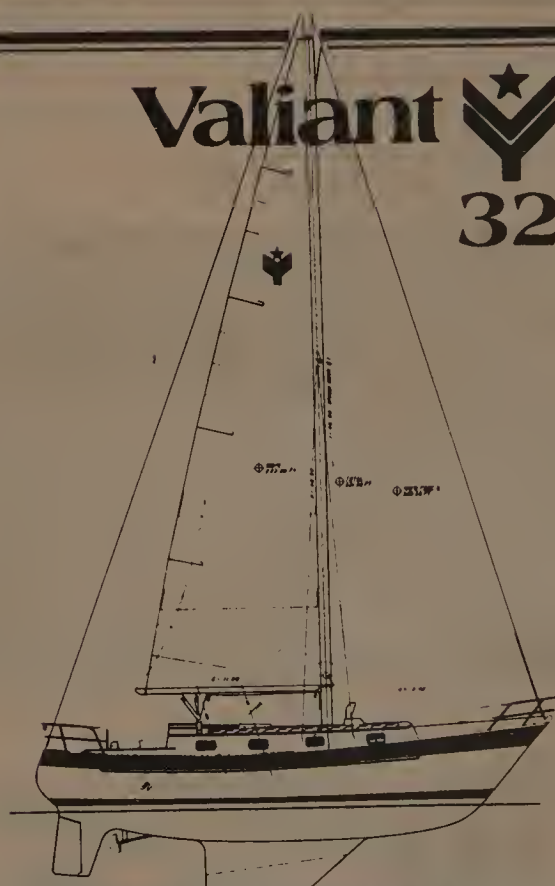


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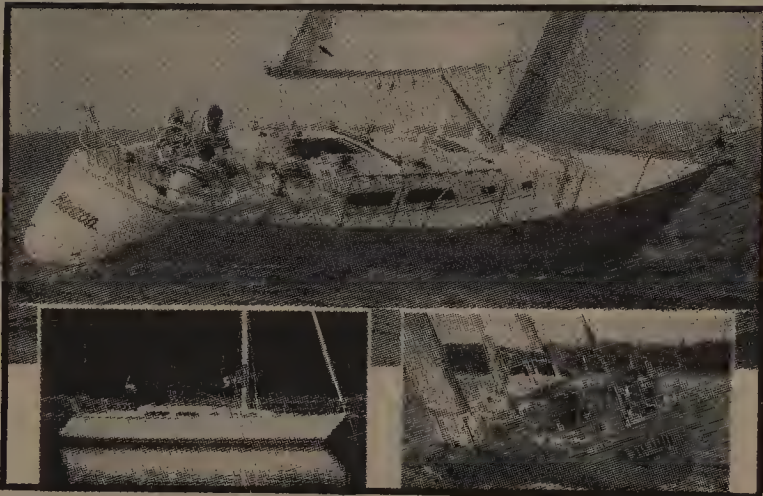
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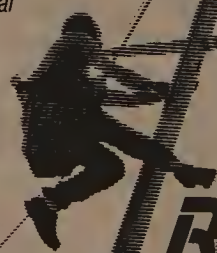
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# LETTERS

least by my understanding — from which the Pacific Cup times are begun.

Perhaps *Latitude* should establish itself as the official keeper of all TransPac records so that future confusion may be avoided.

Bob Cranmer-Brown  
Los Altos

## □ A MISINTERPRETATION ON MY PART

I would like to apologize.

As was so aptly pointed out by Steve Taft in a letter last month, *Citius* did not use any UK sails in her overall Manzanillo win, notwithstanding the fact that some UK sails were on the boat.

In putting the ad together, we were relying on information that was accurate to a point. But through misinterpretation on my part, a situation developed that makes us look as through we tried to be misleading.

Since I am already known as a possible terrorist, I wish not to also be known as a conniving pirate.

Given the letters about sailmaker's ads over the last few months, perhaps Taft should proof them all before they go to print.

Dave Wilhite  
UK Sailmakers

*Readers — What's the "possible terrorist" stuff? A few months back Wilhite was busted for unknowingly sailing a Santa Cruz 27 too close to 'military games'.*

## □ DELTA HOIST

Can you suggest a list of hoists in the Delta where I might be able to launch my 14-ft Capri? The fixed keel makes it very difficult to launch off a ramp.

As a re-entry sailor after a 10-year hiatus, I would be interested in reading an article on local yacht clubs that would indicate the degree to which each is interested in racing, cruising, partying and attracting new members.

Thanks for a great magazine.

John Neary  
Martinez

*John — We suggest you call the Stockton YC about Delta hoists. They've got one and probably know where the others in the the Delta are.*

*There are something like 75 yacht clubs in Northern California, which precludes the possibility of us doing a survey such as you suggest. Then, too, such a survey would only represent one person's perception of each club. We recommend you ask around and get several opinions. As for attracting new members, virtually all yacht clubs are eager to.*

## □ NOT SATISFIED YET

In reference to boat names (March), I spent last year investing somewhat heavily in a commodities brokering business. My cousin, recently transplanted from Saudi Arabia, felt we could somehow get ourselves between one of those big deals (oil, sugar, sulphur, gold, canned tuna) that make the world go around. Somehow we would make contact with a long list of unscrupulous types whom we would connect with some other character who supposedly had a buyer/seller or knew of one for said commodity.

Whenever I walked into the office with the question, "Did we make any money yet?", the response was always the same: "Gettin' close."

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23'	Ranger	9,900
24'	San Juan	11,000
26'	Bolboa	9,700
26'	San Juan 7.7	13,000
26'	Chrysler	14,500
27'	Morgan	12,500
25'	US/Buc	11,900

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25'	Yamaha	15,000
28'	Columbia	15,000
29'	Bristol	16,000
27'	Sun Yacht	16,750
30'	Rawsan, 2 from	16,900
28'	Newport	17,900
27'	Ericson	18,900
27'	Cal 2-27, 2 from	23,000
26'	C&C	Offers
30'	Lancer	Inquire

## UNDER 50K

30'	Ericson	26,000
34'	Coronado	21,500
30'	Cal 3-30, 2 from	28,000
30'	Tartan	30,000
30'	Newport	28,000
28'	Ericson 28+	32,900
30'	Islander Bahoma	29,000
33'	Morgan	43,950
31'	Cal	34,900
30'	C&C	37,900
31'	Independence	37,500
30'	Cope Dary	39,500
41'	Rhodes	39,500
32'	Islander	43,000
31'	Monsoon	47,000
34'	Wylie	48,500
34'	Hunter	49,500
36'	Islander	Inquire

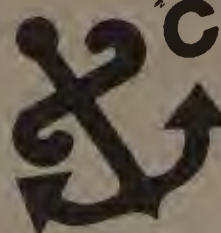
## UNDER 100K

41'	Tartan	59,500
36'	Pearson	59,900
34'	Pearson	62,000
36'	Islander	63,500
45'	Far East	68,000
38'	C&C	74,500
38'	Farr	76,000
34'	Sabre	79,500
41'	Morgan, 2 from	79,500
38'	Farr	88,000
60'	Classic	95,000

## OVER 100K

45'	Porpoise ketch	110,000
39'	Covalier	115,000
42'	Irwin	120,000
47'	Gorden Vagabond	125,000
52'	Columbia	125,000
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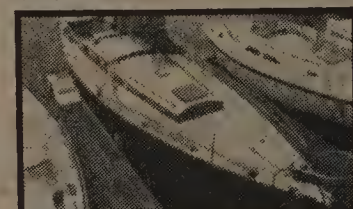
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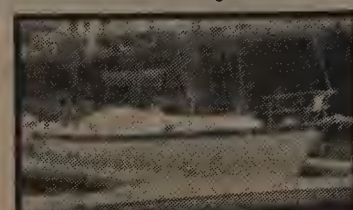
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Newport Beach, Boatswains Locker

Newport Beach, Newport Pacific  
Santa Barbara, Coast Chandlery  
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Alameda, Svendsen's Chandlery  
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# LETTERS

I figure as soon as we close one of these mega deals, we'll move up to our dream yacht. She'll be called *Satisfied*.

Looking back, I should have skipped the business and just thrown the money into the boat. Anyway, I'm now learning how to be "satisfied" just "gettin' close" on our beautiful Bay.

Don Attix  
San Francisco

## □ UNABASHED FLATTERY

Ever hear of the skipper who named his boat *After You* as a ploy to impress his lady friends?

When one of them asked about the boat's name, he would reply, "Sweetheart, I love you so much that I named it after you!"

Christopher Torney  
Kentfield, CA

## □ PEOPLE WHO LIVE IN GLASS HOUSES . . .

I just began reading your March issue today. Made it all the way through *Letters* and *Loose Lips* before I had to stop and do some varnishing.

In the past five years, I probably haven't missed an issue of *Latitude*. I like the magazine in spite of the atrocious errors in spelling, grammar, and punctuation. I've often thought of taking a red pen and pointing out all of them in one issue and returning it to you; however, someone who knows you said it would be merely sloughed off.

This morning, I just can't help myself.

In answer to a letter by Jim Cate about advertisements, you say that the ones that kill you are Ericson dealers who misspell the name Erickson. Then you pointed out to Edwin Gove, Jr. that they wouldn't let him graduate from college until he learned to spell "college".

The final blow was when you mentioned that you had talked to Bruce Perlowin on whom you did several articles a couple of years ago.

Do you know (of course you don't) that you misspelled Colombia dozens of times during those articles? In fact, you never spelled it correctly. Do you know what else? You have never spelled it correctly yet. I'm sure you have even "changed" it on people who spelled it correctly since many times it appears in people's letters.

I surely hope you don't change it this time!

Jack Clarke  
Somewhere in Mexico

Jack — Misspelling "Colombia" is nothing. We once lost a \$10 bet claiming that the word that means "a manner or style of preparing food" was "cruising" rather than "cuisine".

## □ FOR A SMALL ADDITIONAL FEE

I'm writing in response to Janet McDaniel's letter in the May issue. Perhaps I'm just a little naive, but I have difficulty understanding that there are still yacht clubs where such archaic attitudes toward women still exist. I would certainly hope they are in the minority.

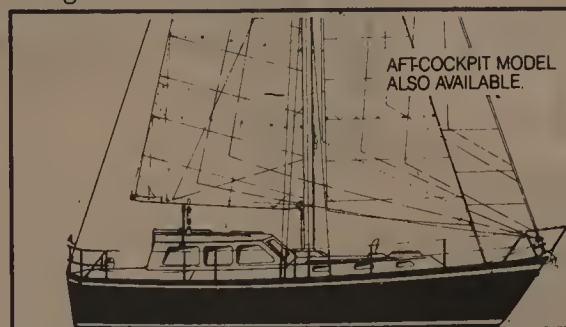
Here in Humboldt County, the Humboldt YC has membership policies that not only allow, but encourage spousal involvement in the club's core activities. Currently there are several outstanding women on the board of directors and there have been several outstanding women commodores in the recent past. Women are some of the more active and successful members of the club.

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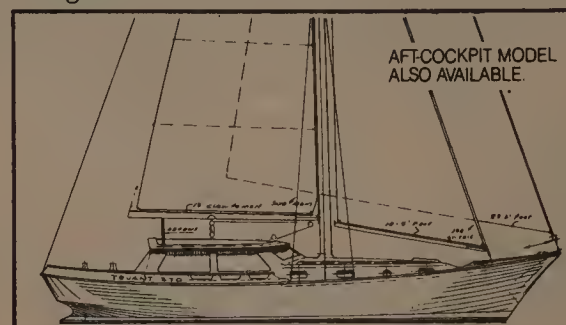
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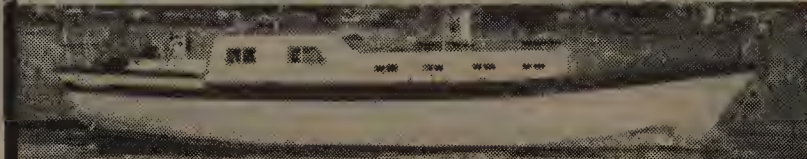
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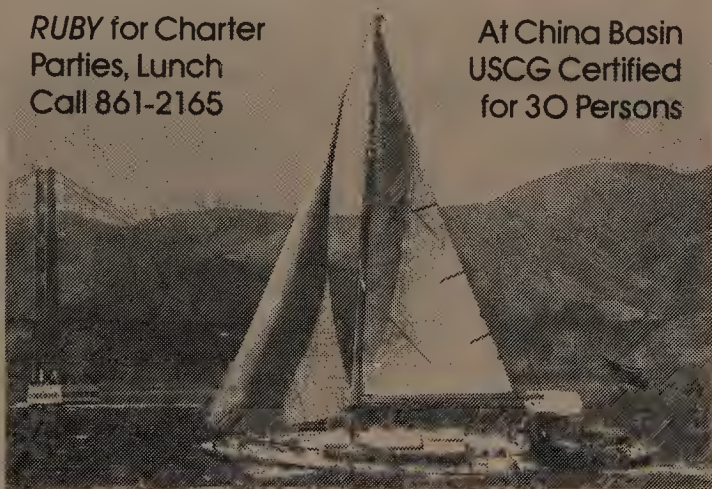
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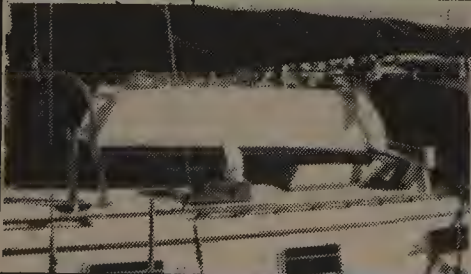
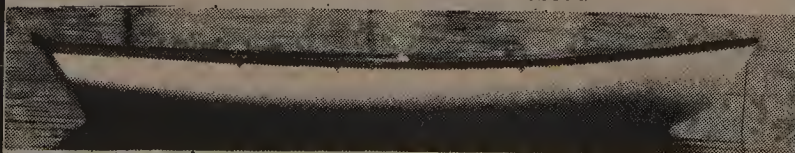
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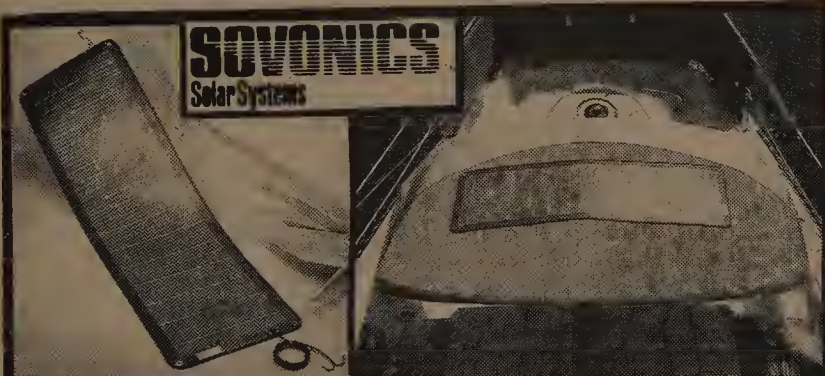
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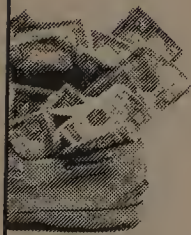
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# LETTERS

has done nothing but make the Humboldt YC a much more enjoyable and productive club.

Janet, both you and your husband would be most welcome here.

Jeff Dickey, Commodore  
Humboldt Yacht Club

## □ HOW FORTUNATE I AM TO BE A MEMBER

Janet McDaniel's letter in the April issue regarding her secondary status in the yacht club she and her husband joined made me realize how fortunate I am to be a member of the Santa Cruz YC.

Although we have only one vote, my husband Bob and I are considered equal members. We are issued two cards and I am as welcome as he to express opinions regarding yacht club procedures and policies.

Finally, the Santa Cruz YC's position on female members gave me the opportunity to serve on the board of directors and have the honor of being the second woman elected to serve as commodore.

Susie Thomsen  
Commodore, Santa Cruz Yacht Club

## □ A MISTAKE WAS MADE

I'm writing to comment on a letter by Janet McDaniel that appeared in the May issue. She made several points about the unequal status of women at the Monterey Peninsula YC and various aspects of the club's membership policy. Although I am a member of the board of that club, I am writing this strictly on my own and don't necessarily represent the club's views.

Janet is correct that MPYC does not give full membership privileges to both individuals in a couple — married or otherwise. This is to avoid giving some memberships twice the voting power of others. The McDaniel's had two other alternatives. To put the membership in Janet's rather than Laine's name or pay for two memberships.

I took the liberty of looking up the McDaniel's application, however, and found a mistake had been made. The application had been submitted in both their names and both signed the form. When the Membership Chairperson saw this, he should have called the McDaniel's, explained the situation to them, and given them the opportunity to choose which name to apply under or give them the chance to withdraw their application. Evidently, this was not done and the membership was assumed to be in the man's name.

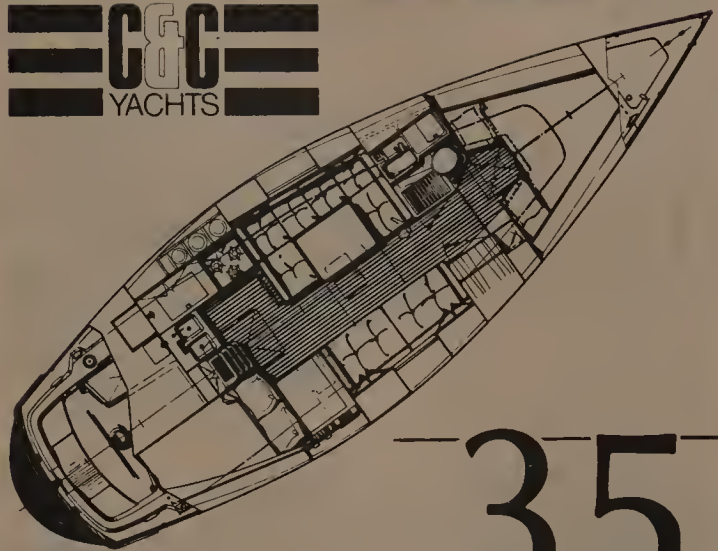
To my mind, that was an explicitly sexist act on the part of an officer of the MPYC. To make matter's worse, the Membership Chairperson was one of Laine McDaniel's sponsors. As a member of the MPYC, it embarrasses me greatly. I raised the issue with the Membership Chairperson from when they applied and he seemed genuinely sorry about the misunderstanding.

On some of the other issues, Janet seems to have gotten some incorrect information. For example, getting a second key card is easily remedied. Club By-Laws state that both halves of a couple are entitled to full clubhouse privileges, including a key card (for a fee of a few dollars). As for the label on the club newsletter, all she has to do is ask and we'll change it.

Janet also seemed to feel that having been barred from any meaningful status within the club, her only alternative was to join the Spinnakers, a women's auxiliary organization with the club. But she didn't like the idea of worrying about decorations and such in the club. Hey, it's not my idea of great fun either, but she doesn't have to join. The Spinnakers do their own thing and they are appreciated, but it's not for everyone.

The fact is, being a non-member spouse does not relegate one to anonymity. In the past year there have been two marriages in which

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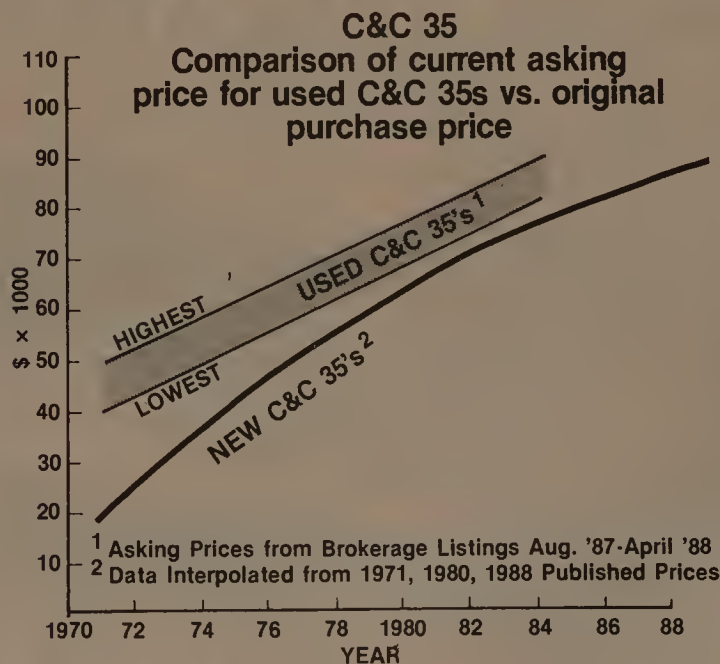


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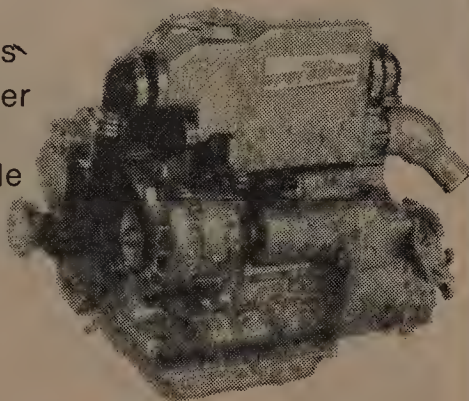
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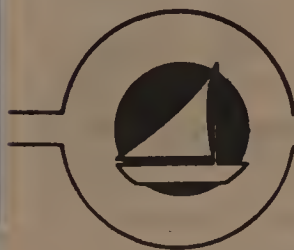
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# LETTERS

both the husband and wife were formerly members. In both cases one member resigned and the other did not — strictly to avoid paying double dues. In one instance the wife resigned; in the other case the husband resigned. But in both cases, the 'non-member' spouse is an active, vital and contributing participant in the club.

In summary, other than one screw-up by the club, I feel that Janet's other complaints could have quickly and easily been cleared up with a single phone call. I hope we can move beyond this and get both Laine and Janet active in the affairs of the club and make MPYC a better organization. Janet obviously has a lot of fire in her and I bet she could help the club a great deal.

Kelly Robinson  
Monterey Peninsula YC

## □ LONDON BOILS, PART II

In the April issue, Mr. George Fulford asked the causes of the boils and sores suffered by the crew of Jack London's *Snark*. In the May issue William A. Goodman of Redondo Beach responded with a fictional account of London's personal hygiene, the motivation for the voyage of the *Snark* and at the end the most outrageous slander of all "... Jack London came ashore, sold the boat, presented the manuscript, and then went on to what he did best: creative idleness."

And you responded: "William — Terrific response, we love that kind of stuff."

I spent almost a year in the Solomon Islands in the 1940's along with a number of other quite young and healthy, well-washed men. The incidence of skin disease was almost 100%. Some men spent months in sick bay and two that I knew had to be returned to the States. "Jungle Rot" was the generic name for a number of ailments that defied the best medical knowledge of the time. I had a superating ulcer on the sole of my foot that lasted until we were shipped to the temperate zone of China, 18 months later. Remember, London and his crew were in the area 80 years ago. Antibiotics were still 40 years in the future.

Goodman's account of the motivation for the cruise of the *Snark* is pure fiction. London may not have been a round-the-buoys racer but he did own and sail an oyster sloop while a young boy and he did sail to the sealing grounds off Japan at the age of 17. One of his first published stories dealt with that voyage.

Finally, as to the "creative idleness" nonsense:

In his lifetime London was a sailor, a self-educated lecturer at Ivy League colleges (Yale, Harvard), a war correspondent for Hearst newspapers during the Russo-Japanese War. He was a writer whose works are still being printed, 70 years after his death. He has had published six collections of essays, 17 collections of short stories, two juvenile books, 18 novels, three plays and two sociological studies. Hardly indicative of a life of "creative idleness." Especially when you consider he died at the age of forty.

Jack London was an active, proselytizing socialist who was regularly vilified by the establishment press of his time. It seems some things never change.

Bill Pool  
Redwood City

Bill — We didn't take "creative idleness" to be derogatory. We don't think London would have either. He wrote:

"Our friends cannot understand why we make this voyage. They shudder, and moan, and raise their hands. No amount of explanation can make them comprehend that we are moving along the line of least resistance; that it is easier for us to go down to the sea in a small ship than to remain on dry land, just as it is easier for them to remain on dry land than to go down to the sea in a small ship."

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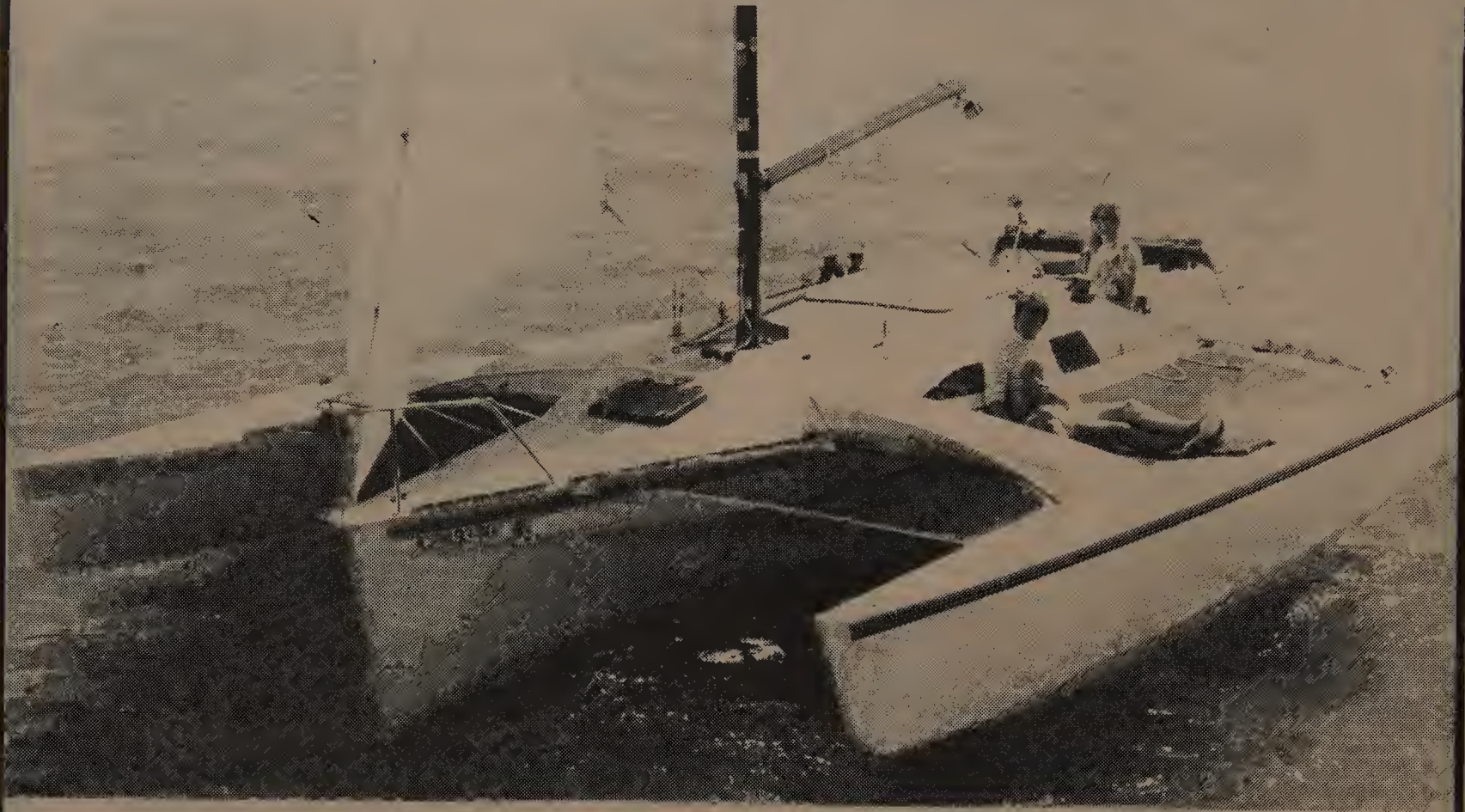


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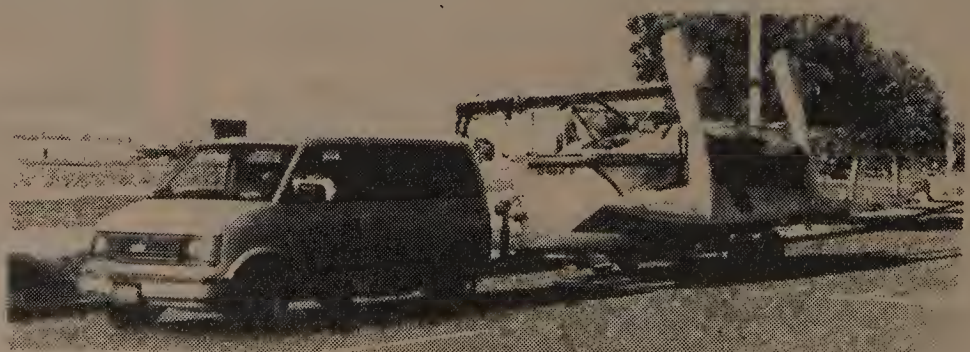
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# LETTERS

As for the sores, boils and 'skin disease', there seems to have been some confusion about what was being referred to. There are saltwater sores that can be controlled to a great extent and sometimes eliminated completely by proper hygiene. The ones you refer to are something else. Again we quote London, this time on sores in the Solomons:

"Also, during the attack of fever, Charmain developed a Solomon sore. It was the last straw. Every one on the Snark had been afflicted except her. I had thought that I was going to lose my foot at the ankle by one exceptionally malignant boring ulcer. Henry and Tehei, the Tahitian sailors, had had numbers of them. Wada had been able to count his by the score. Nakata had had single ones three inches in length. Martin had been quite certain that necrosis of his shinbone had set in from the roots of the amazing colony he elected to cultivate in that locality. But Charmain had escaped. Out of her long immunity had been bred a contempt for the rest of us. Her ego was flattered to such an extent that one day she shyly informed us that it was all a matter of pureness of blood. Since all the rest of us cultivated the sores, and she did not — well, anyway, hers was the size of a silver dollar, and the pureness of her blood enabled her to cure it after several weeks of strenuous nursing."

## □ MIXED BOATS

I'm writing to correct a part of your May article on Master Mariners — specifically the part referring to the schooner *Brigadoon* and Sterling Hayden.

The schooner *Sterling* took to Tahiti with his children was *Wanderer*, formerly the San Francisco pilot schooner, *Gracie S.* It was not the *Brigadoon*, which Hayden later owned.

My sister, Shirley, was aboard as tutor/cook when Hayden, his children and crew departed San Francisco in January of 1959. Ostensibly they were headed for Los Angeles, but headed for the South Pacific once outside the Gate.

*Wanderer* ended up on a reef in the Tuamotus some years later — a sad end for a wonderful old sailing vessel.

You have a great magazine — it's both entertaining and informative. Your cruising articles and letters are helping my wife and I formulate our plans for a long-term cruise.

P.S. Although you focus on the west coast, do you ever get information from your readers on cruising the east coast and the ICW? It would be interesting to read a story or two.

Bill Sweet  
North Lake Tahoe

Bill — Sometimes toward the end of an issue the boat names melt together and we slip into a severe brain fade. *Brigadoon* was most certainly not the schooner Hayden took to the South Pacific. Thanks for alerting us to the error.

From time to time we run Changes from people cruising the east coast and we'll try to publish more. In general, the feeling is that Southern Florida, except for a few deep water places in the Keys, has an overwhelming pace and is terribly congested. We get a lot of good reports on the ICW around Morehead City, while the Chesapeake gets mixed reviews. For those predisposed, sailing around Washington, D.C., Philadelphia and New York seems to have its rewards. Newport, Rhode Island is inundated with boats, but just a few miles away there are plenty of good anchorages. Maine is iffy. If you get enough sunshine it can be fabulous; if it's foggy all summer you might wish you were somewhere else.

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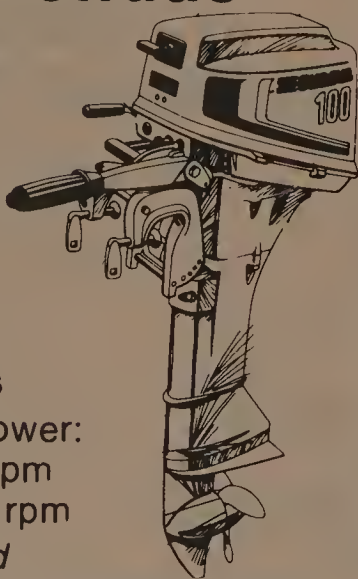


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# LETTERS

It seems to be a common gripe amongst boaters that they are subject to being boarded — maybe several times in a short period — by the United States Coast Guard for safety inspections. Maybe the complaints are justified. It is annoying to have a trip interrupted for what might seem like a trivial matter.

There is a simple, no cost solution to the problem: have a member of the Coast Guard Auxiliary perform a 'Courtesy Marine Examination' on your under 65-ft recreational vessel. If your boat passes the examination and displays the decal indicating such, no law enforcement agency will board your vessel for a safety inspection. (It does not, however, prevent your being boarded for other infractions.)

Courtesy Marine Examinations are performed free by qualified members of the Auxiliary who have been trained in state and federal requirements for safety at sea. Auxiliary inspectors do not claim to being marine surveyors nor do they evaluate hulls and rigging. What they do is perform a one-on-one examination with the owner or his representative in the following areas: hull numbering, life-jackets, fire extinguishers, flame arresters, horn, navigation lights, distress signals, fuel system, anchor system, alternative power systems, bilge pump, electrical installation and galley installation.

Boats passing the Courtesy Marine inspections get a decal to place on the port side. Boats that don't pass get a copy of the checklist and are encouraged — for the sake of the owner and passengers — to bring the boat into conformity with regulations. But nobody is told if your boat doesn't pass. The only record kept is a statistical one of the number of boats inspected and the number that pass.

Every year the Coast Guard Auxiliary performs thousands of courtesy examinations throughout the country. It's surprising how many boats fail. As of March 31, 1988, 1,859 boats were given exams in the Northern Coast Guard district; only 675 passed.

I'm sure that none of us want to needlessly put our lives in danger. So why not take the time to make sure your boat is safe? And won't be boarded by the Coast Guard for a safety inspection.

It's easy to find members of the Coast Guard Auxiliary. Look for posters at most yacht clubs or call the non-emergency number at any Coast Guard station.

By the way, many insurance companies give a discount for vessels that have passed a C.M.E.

Stanley E. Cook  
Nice, CA

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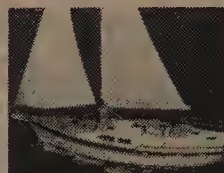
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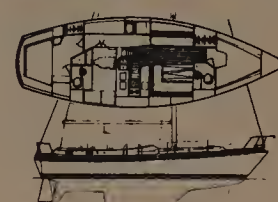
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# LOOSE LIPS

Nothing new under the sun

Ordinarily, the accompanying photo would be a marginal one to appear in as dynamic and exciting a rag as this one. Let's face it, this



was one race when there just wasn't a whole lot happening.

So why is it here? To illustrate that some things you (and we) think of as so new and trick in reality are usually not. The photo was taken during the 1961 Chicago-Mackinac race. That nifty mylar jib cost \$16. Jim Irwin, the photographer, reports that "Mylar sails got off to a great start back then but were ruled out because they did not meet the requirement that sails be of woven material."

## Olympic Optimism.

Olympic trials begin July 1. By the 16th, we'll know who will represent the United States at the 1988 Games in Pusan, Korea. Whoever it is, says outgoing USYRU director Steve Black, "The U.S. Sailing Team will probably get as many medals (in Korea) as the entire U.S. Team in the Winter Olympics."

A matter of life, death adders and local knowledge.

Rats on cruising boats can be difficult to get rid of. Local knowledge on racing boats often makes the difference between winning and losing.

To find out what these two seemingly unrelated thoughts have to do with each other, read the following. It is New Zealander John Wray's account of the departure of Herbert, the resident rat on board his 35-ft cutter, *Ngataki* (pronounced "nartarkey").

"When we were in Hobart, I was talking with one of the City Fathers one day and mentioned that we had a troublesome rat aboard.

"Do you want to get rid of it?" he asked. "That'll be no trouble. I'll get the municipal zoo to send you down a death adder. You let it loose in the boat and I bet it will catch your rat in thirty seconds!"

"Now, if there's one thing in this world that I loathe, it is snakes. 'No thanks,' I said. 'I don't mind a rat on board, but I draw the line at death adders.'

"Well, I'll get them to send down a ferret, then. Although a death adder would be much quicker."

"The ferret would be better. I think we can cope with that."

"The next day a very wild-looking ferret arrived in a cage in charge of a girl. She opened the little door and in no time that ferocious little beast was hot on our Herbert's trail.

"First there was a scuffling in the stern locker, followed by the quick pattering of tiny feet under a bunk. Then came another scuffling up forward, followed by silence. Suddenly there was a loud commotion in the wood bin and Herbert appeared with the ferret close

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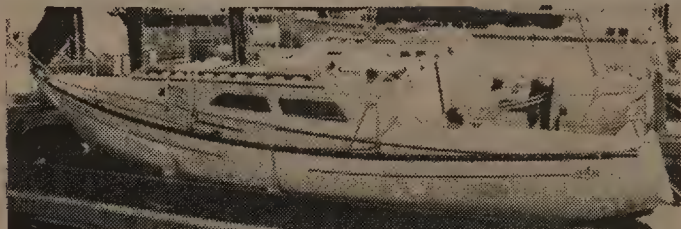
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# LOOSE LIPS

behind. Nimble the rat took refuge among the many male and female legs in our cabin. Yells from the men and shrieks from the women greeted this sally and all of us jumped on the seats and the table together. The little beggars disappeared again, and we all looked at each other sheepishly and stepped down from our perches. It is remarkable what a stir one rat and one ferret can cause if suddenly let loose in mixed company!

"This kept on for over an hour, and it looked as though the ferret would have to buck up if he was going to do any ratcatching that day. Undoubtedly Herbert knew his onions. He knew more of the geography of that boat, more of the cupboards and lockers on *Ngataki* than the ferret would ever know. He had the great advantage of local knowledge.

"But we gave the ferret a fair go and it was not until it had proved an even greater nuisance than our Herbert that we returned it to its cage — or rather, the girl returned it. She seemed to have wonderful control over the animal. Personally, I wouldn't have touched it for pounds. It had very sharp teeth and a nasty glint in its eye.

"A few days later, Herbert disappeared of his own accord. I suppose rats like a quiet and peaceful life just the same as we do and he must have thought that life was getting rather too exciting on *Ngataki*."

Incidentally, *South Sea Vagabonds* is a fun read throughout. It chronicles the building of *Ngataki* — from driftwood logs — through a hurricane, two races and several summers of cruising the south seas. Unfortunately, it's not easy to find. The book was written in 1939 and last published in 1952.

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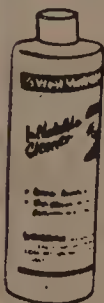
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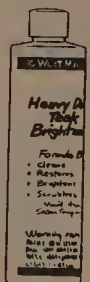
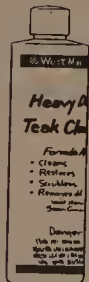


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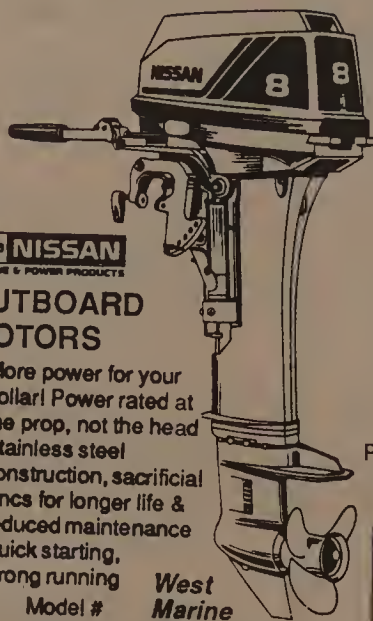


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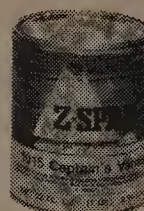
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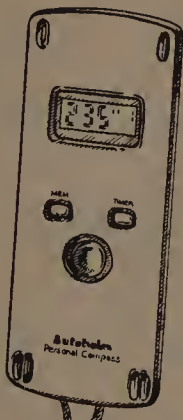
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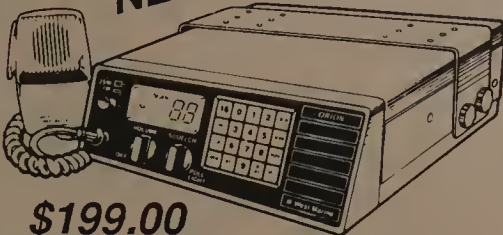
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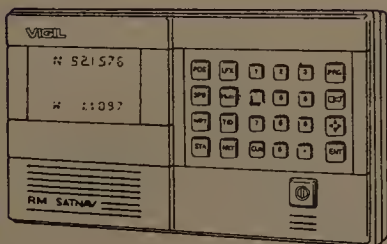


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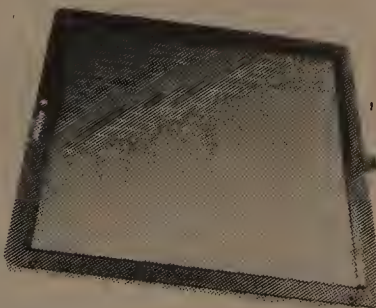
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Exhaust	3"	SS	198952	<b>\$79.95</b>
Exhaust	3"	Wht	198945	<b>\$61.95</b>
Exhaust	4"	SS	212589	<b>\$119.95</b>
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# SIGHTINGS

## "zero tolerance" or zero intelligence

What have they been smoking in Washington, D.C.?

You have to wonder following the implementation of the 'Zero Tolerance' policy of strict enforcement of the nation's drug laws. What was meant by 'strict' was very clearly demonstrated early in May when the *Ark Royal*, a 133-ft luxury motoryacht owned by Tomima Corporation of Irvine, was seized in the Yucatan channel between Mexico and Cuba for carrying 1/10th of an ounce of marijuana. Although they later backed off, both the Coast Guard and Customs proclaimed that the \$2.5 million yacht would be auctioned off.

The reaction of boaters and civil libertarians were swift and angry. Chief Warrant Officer Ray Massey told the press, "People have come up to me and said, 'I've supported the Coast Guard in the past, but not with this new policy'."

Barbara Levenson of the American Civil Liberties Union noted, "This is a policy that doesn't begin to attack the drug problem and is one which utilizes tax dollars to violate constitutional rights."

Another ACLU lawyer described the policy as "Stupid and unconstitutional; you can't take peoples' property without due process. Their boat is seized and sold but they're not charged."

Zero Tolerance was the brainchild of a recent White House Conference for a Drug Free America. It was endorsed by the cabinet-level National Drug Policy Board, chaired by Attorney General Edward Meese. Meese, of course, has been the subject of criminal investigations to determine if he's been walking on the wrong side of the law.

Although Zero Tolerance was adopted by a Coast Guard directive on April 11, it wasn't until nearly a month later that the *Ark Royal* was seized. The seizure of such an expensive charter yacht for "ten seeds and a stem" that the owners had no way of knowing was aboard, resulted in headline news all over the country. After repeatedly announcing that the large motoryacht would be sold, Customs reversed themselves saying that there had been "extenuating circumstances". The circumstances were said to be a written agreement between the owners and crew that illegal drugs were specifically prohibited from the *Ark Royal*.

Irvine's Michael J. Rogerson, president of the corporation that owns the vessel, quickly paid a \$1000 fine and \$600 for 'seizure expenses' to get the boat back.

It wasn't long before a string of other large vessels were seized. The star-crossed 83-ft *Monkey Business*, on which Gary Hart and Donna Rice plotted the former presidential candidate's downfall, was busted near Bimini for less than a joint. Extenuating circumstances led to her being returned after a small fine also.

The first vessels to fall victim to Zero Tolerance on the west coast were a 40-ft sailboat in San Diego Bay, whose owner was charged with being under the influence of drugs, and the 55-ft fishing trawler *Maria Elena*. The trawler was nabbed 75 miles offshore of San Diego with a single joint. A fishing vessel by the name of *Maria Elena* had been used about ten years ago by the Perlowin smuggling operation, which according to Bruce Perlowin brought over \$200 million of Colombian and Thai pot into San Francisco Bay. At this date it's unclear whether this is the same *Maria Elena*.

A day or so later, the absurdity of intolerance was further demonstrated when the *Atlantis II*, the 200-ft research vessel belonging to the prestigious Woods Hole Oceanographic Institute, was busted for a very small amount of pot. One of the 22 crewmen later confessed to possession of a small quantity, and the vessel, which is renowned for having found the *Titanic*, was released. But it had people wondering: if a joint is all it takes, when are they going to start busting Navy ships like the aircraft carrier *Enterprise*? Or 747's owned by domestic airlines?

On May 23 Zero Tolerance moved to Northern California, where *Nicole Marie*, a 50-ft fishing boat owned by Steve Rittenberg, was collared. Stopped by the Coast Guard for a courtesy safety inspection as it was coming into San Leandro for an engine overhaul, a single joint was found in plain view in the

cont'd on next sightings page

## john hamilton,

Back in February, John Hamilton wrote and asked if there was any way to use a computer and a SSB radio to pick up weatherfax pictures. Several readers, including Rene Smith of San Diego and Benton Turner of Ventura, responded by directing us to Elmer Schwittek of Naples, Florida.

Retired after a very successful career as an electrical engineer, Schwittek created Multifax 2.1, a computer facsimile program that combined with a computer and high fre-





## call elmer schwittek

quency radio receiver can eliminate the need for a facsimile machine. Since electronics is just a hobby with Schwittek now, he sold original versions of the program for \$5; the most recent version is all of \$49.

The accompanying graphic is an actual weather chart created from this system. Factual data on the program is as follows:

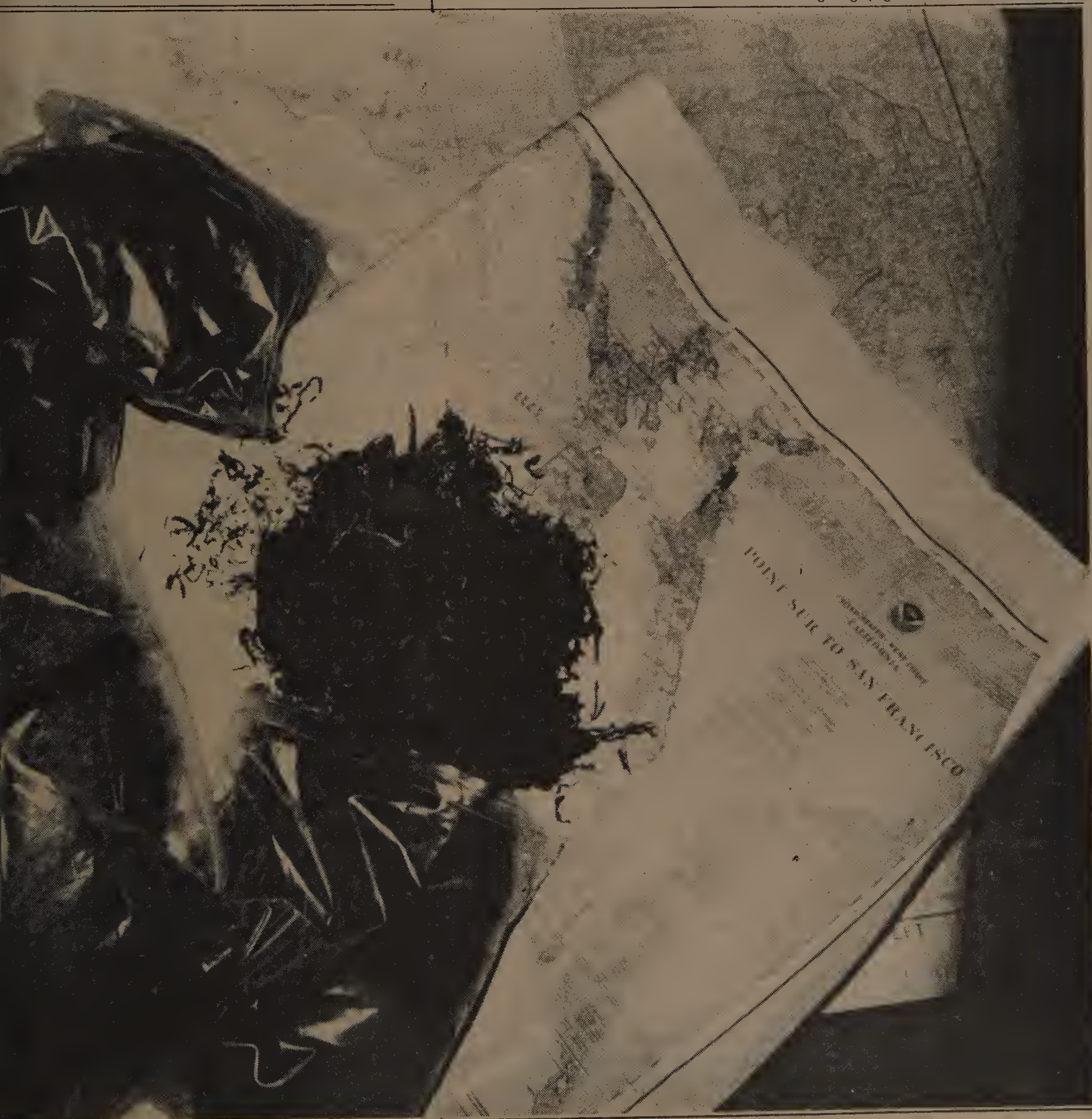
"MF2.1 was designed to work with an IBM PC that is equipped with a CGA (color  
cont'd on next sightings page

## "zero tolerance" – cont'd

*Nicole Marie's* pilothouse. While no criminal charges were filed against Rittenberg, Customs again began talking tough and making loud noises that the boat had been seized to sell. It might not be that cut and dried.

In the Coast Guard's own fact sheet on Zero Tolerance, "procedures" were explained as follows: "When a vessel is seized the Coast Guard will tow or escort the vessel to port, where it will be turned over to the Customs Service. Customs will initiate administrative procedures to determine if the owner should be fined or the vessel forfeited. If the vessel is forfeited, the owner may post an appropriate bond and have the matter referred to a judicial condemnation proceeding, at which he may present his case against forfeiture."

The fact sheet also suggested that it wasn't going to be that easy to prove a  
cont'd on next sightings page



RICARDO DEL SUR



# SIGHTINGS

## “zero tolerance” – cont’d

boat should be forfeited: “While the presence of a measureable amount of drugs makes a vessel subject to seizure and forfeiture, the appropriateness of such seizure or forfeiture, particularly in the case of commerical vessels, will depend on a number of factors, such as the owner’s knowledge, and care taken before entrusting the vessel to another.”

By the time Rittenberg’s fanny was being fried, another major watering down was made in the Zero Tolerance policy. The Coast Guard and Attorney General Meese announced that from now on, boats outside the 12-mile territorial limit would not be seized for a personal-use amount of pot unless it could be proved that the boat was being used to smuggle dope into the country. Within 12 miles, the same ‘seize for even one seed’ policy remained in effect. The difference between the two areas is that the former is beyond the territorial jurisdiction of the United States and thus United States law doesn’t apply.

Initially, there was great confusion as to why the government had adopted such an unpopular policy. This was particularly true in California, where state law allows for a person found with an ounce or less to merely be cited and fined as little as \$100. Furthermore, it was noted that boatowners could lose their boats for a couple of seeds of pot that they themselves hadn’t brought on the boat — or didn’t even know about. Maybe they’d been left by the previous owner from five years before. Maybe a guest dropped a roach out of his pocket. Should boatowners now search the duffel-bags of everyone coming aboard? Should they body-search the crew? Do they have the legal right to do so?

Then there was the matter of equality. Citizens don’t have \$250,000 homes seized and sold if an ounce of pot is found inside; why should a boatowner stand to lose a \$250,000 boat if a *tenth* of an ounce is found onboard?

The big lesson of Viet Nam is that you can’t win a war without having won the hearts and minds of the people. Similarly, a drug policy that doesn’t have the support of the people isn’t going to work, and Zero Tolerance doesn’t seem to have it. Haven’t government policy-makers learned anything from history?

Actually they, like most members of both the House and Senate, be they Republican or Democrat, have learned something. They’ve learned that pollsters have identified drugs as the scapegoat issue of the ‘88 campaign. Michael McKeon, a pollster, told the *Chicago Tribune*, “Drugs is like a key word for everything going wrong in the country today.” It was further explained that one reason the issue has so much power is that so many other things tie in with drugs, whether it’s crime, poor schools, the breakdown of families, bad neighborhoods, lack of jobs or troublesome foreigners. Drugs may offer convenient scapegoats for other problems.

Given this background, it was perfectly predictable that no politician wants to be seen as weak on drugs. Indeed, both Republicans and Democrats have stumbled over themselves to vote huge sums of money for the budget-slashed Coast Guard to buy new drug-busting equipment. Congress also voted to reverse a 110-year-old Posse Comitatus Act, which prohibits the military from dabbling in civil matters. Congress wants the military to come up with a seal-the-border-budget. Interestingly enough, the military does not want to touch the drug-busting business with a 10-foot bayonet. They know a public relations disaster when they see it. Incidentally, a previous seal-the-border plan called for 90 infantry battalions with 54,000 Army personnel, more than 160 warships and at least 210 surveillance aircraft. Annual tab? A little over \$6 billion a year!

Thus it would seem that the *Ark Royal*, the *Monkey Business*, the fishing boats, the sailboats, were all innocent victims of that insidious disease that strikes every fourth year: election year politics.

On May 23, the drug busting chronicles took a strange twist. Just one day after making the smallest dope bust in Northern California history, the *Nicole Marie*’s one joint, San Francisco’s Coast Guard made the country’s biggest hash bust in history. After more than eight hours of probing the tug and barge

cont’d on next sightings page



## john hamilton – cont’d

graphics adaptor) card, or equivalent. MF2.1 displays a full-view facsimile picture on a PC monitor while recording into memory all fine-grain picture data so that any selected area of the picture may be enlarged and viewed in greater detail. The transmission of a normal size (square) picture is sampled 1,024,000 times by the program. At maximum magnification one sample determines one pixel on the monitor. To view an area in greater detail it is only necessary to select that area with the keyboard arrow keys and press (enter).

“MF2.1 works with all known fax signals and PC clock rates due to its keyboard selectable and adjustable timing feature. This includes fax from the GOES geosynchronous weather satellites, the NOAA polar orbiting satellites, and the U.S. Navy HF weather broadcasts, as well as similar foreign sources of these transmissions.

“MF2.1 will record a full NOAA pass and the longer weather charts and schedules. A minimum PC memory of 448k is required



## "zero tolerance" — cont'd

*Intrepid Adventure*, the Coasties cut through thick steel to discover 37.5 tons(!) of hash and 15 tons of pot. Authorities put the value of the drugs at \$189 million.

The captain of the tug, Calvin Robinson of Corning, California, is a convicted burglar, forger and counterfeiter who has spent a third of his life behind bars. Three of Robinson's nephews were part of the tug crew.

The *Intrepid Adventure* was a good bust. Let's hope the government and policy-makers drop the election year shenanigans and get smart. Intolerance, even in fighting drugs, is counter-productive. Thanks to idiotic policies such as Zero Tolerance, the once-beloved Coast Guard is becoming wisely despised.

Ironically, the likely outcome of the misadventure is that it will be more difficult than ever for the Coast Guard to make good busts. The ACLU has promised to raise the issue of whether or not the Coast Guard has the constitutional right to board vessels without just cause. While this 9th Amendment question has been raised before, it's likely to get the royal treatment now. If the ACLU wins and courtesy safety inspections are outlawed, it may offer an open door for everyone to smuggle drugs with impudence.

## let's hope it's not a drag

Part of our misspent youth was idled away at dragstrips. You know, those places where engines with wheels burn nitro so they can cover the quarter mile at up to 250 miles per hour. The rules say that the first car across the finish line wins, no matter if it is driven, pushed or pulled. Since a good dragster can drive the quarter mile in six seconds, it's usually faster than being pushed or towed. There are, however, exceptions.

We were at the track once when both drivers wrecked their engines the starting line. Upon seeing that the other's machine was out of commission, each jumped out of their dragsters, tore off their fireproof clothing, and began pushing the recalcitrant rubber and metal down the quarter mile track. It took the winner almost ten minutes to cross the finish line in what was certainly the slowest and most absurd drag race we ever saw.

The reason that the drag race came to mind is that we might see a nautical version of it in the upcoming (maybe) America's Cup scheduled to start either September 3 (if Sail America gets their way) or September 19 (if New Zealand gets their way) off San Diego. Obviously the America's Cup entries aren't going to have their engines fail because they don't have them. But what might happen, judging from recent experience, is that both might capsize near the starting line and take hours — if not forever — for their crews to right.

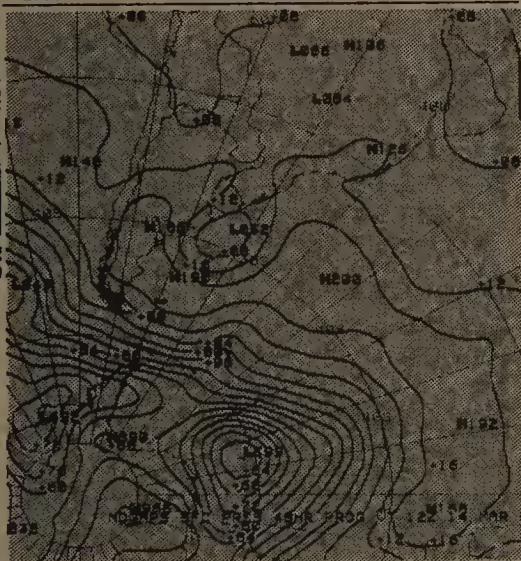
The huge sloop *New Zealand* hasn't capsized yet, but England's *Seahorse* sailing magazine has a wonderful picture of *Ferrneticante Liberini* capsized at Lake Garda. With five guys standing on the keel, four more tugging at the racks, and one standing on the stern, the crew-ballasted 44-footer just couldn't get her mast out of the lake. Both *New Zealand* and *Liberini* were designed by Bruce Farr and have similar features such as relying heavily — no pun intended — on crew ballast.

As for the San Diego YC's catamaran *Stars 'n Stripes*, which was due to be launched and sailed in late May just after these pages went to press, care will have to be taken not to dump her either. The story behind the accompanying photograph tells why.

May 15 was Opening Day at the San Diego YC, which meant that hundreds of boats were 'dressed' at the club docks and that members were decked out in their best nautical attire. Early in the afternoon, Dennis Conner, Tom Whidden, and several other of *Stars 'n Stripes* finest sailed by in one of their Formula Forty test cats. This particular cat had been recently modified, with an 18-foot taller mast and four foot less beam. If you're familiar with cats, you realize that more sail area and less beam results in reduced stability.

Perhaps the Sail America design team didn't realize how much less stability. Just a few hundred yards from the club, and in a mere eight or nine knots

cont'd on next sightings page



Actual printouts from Schwittek's program.

for DOS, MF2.1, and Picture Storage for normal length transmission (256k), but more PC memory allows longer recordings in 64k increments. PC memory of 640k allows 448k for picture storage.

"Hard copies are available in two ways. Use your Dos Graphics Print program for a hard copy of any screen view. Use MF2.1 for an 11x11 inch hard copy of *all* the detail in memory, a picture that is made up of 1,024,000 printer dots for a standard picture size. (This requires taping two pages together). The black and white of the MF2.1 print may be reversed while printing, if desired.

"Data entry is via the PC game port or  
cont'd on next sightings page



# SIGHTINGS

## let's hope — cont'd

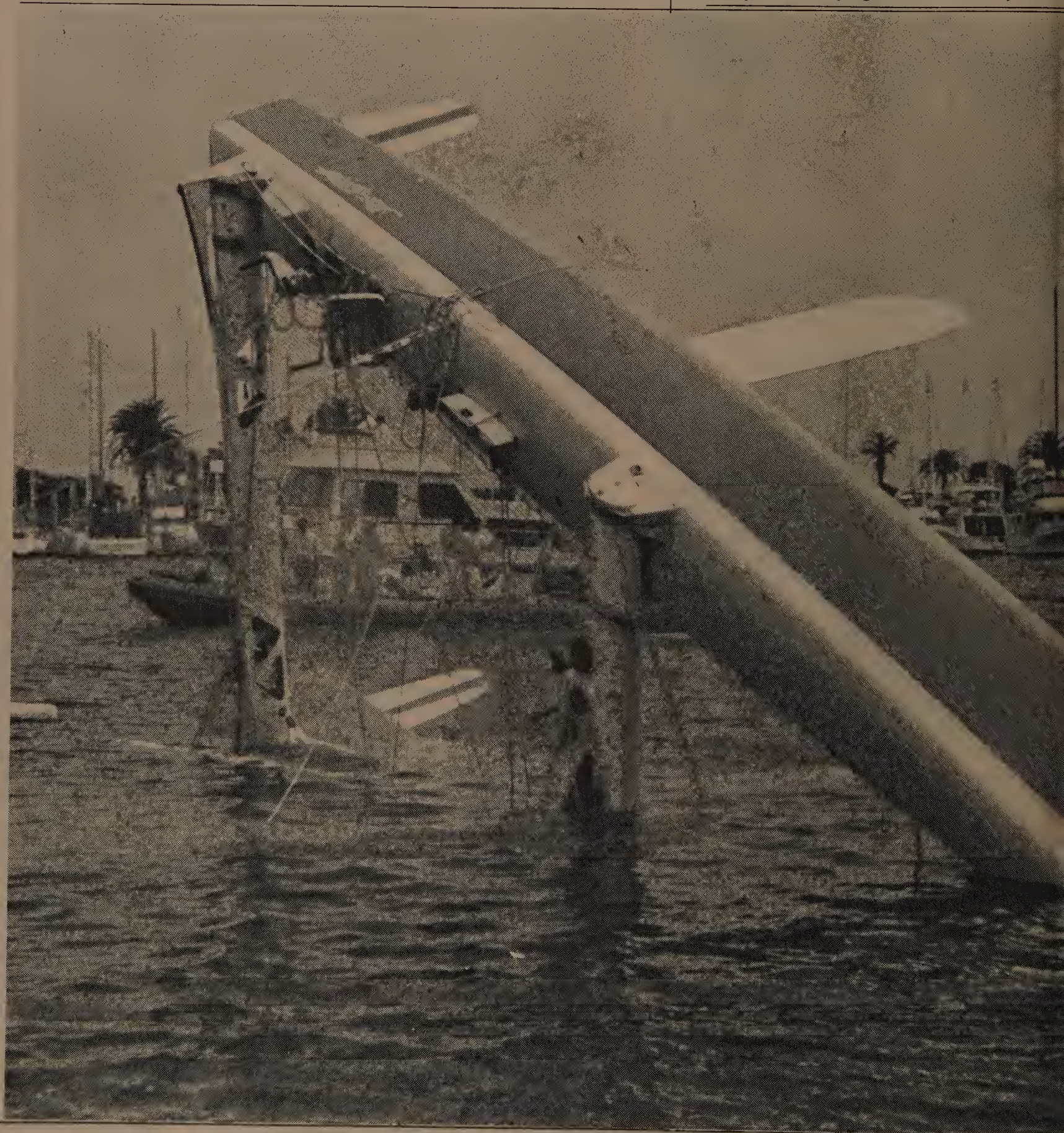
of wind, this incarnation of *Stars 'n Stripes* slowly started to heel. And gradually kept right on going until she capsized. Things then went from bad to worse. One hull filled with water and the mast stuck in the mud. Conner and crew had no choice but to take a swimming break in their America's Cup preparations.

It was an Opening Day the San Diego YC will never forget, one that took  
cont'd on next sightings page

## john hamilton

parallel printer port. Some ancillary hardware is required between the receiver audio output and the PC data entry port.

"The program is supplied on a 5.25-inch disk with instruction book. The disk includes a sample recording so that you may test out all aspects of the program (even before you





## — cont'd

have your fax hardware ready) and see what you can expect to accomplish with MF2.1 with reasonable effort."

Sounds pretty interesting, doesn't it? If you're interested, contact Elmer W. Schwitek at 2347 Coach House Lane, Naples, Florida 33942.



LATITUDE/RICHARD

## let's hope — cont'd

us back to the old dragstrip.

How could such a thing have happened? According to those intimate with the situation, the cat was moving so slowly that Conner and crew couldn't steer out of it as you would normally do with a cat. And once heeled to a cer-



LATITUDE/RICHARD

Siskel and Ebert would have given it thumbs-down.

tain degree, the weight of the incredibly large mainsail and 83-ft mast were simply too great. Over she went.

The *Stars 'n Stripes* capsizing took place at the most embarrassing time and place. Very quickly a large and perplexed crowd assembled near the Southwestern YC docks to check out the inaction. Two of those observing, Jim Elfers of the 37-ft Brown trimaran, *Mithral*, and Bob Ocegueda of the Searunner 40, *Trinity*, both who'd just beat up the coast of Baja in winds up to 35 knots, were disgusted by the exhibition. Knowing the effect it would have on the general public's perception of all multihulls, Elfers sneered, "It's a haphazard design, overpowered from the get-go."

A capsized multihull is never good publicity, but in all fairness nothing negative should be read into this one or the two previous dismastings. These particular cats are test vehicles, built and modified expressly to probe the limits of stability and performance. As one crewman told the press, "Everything's right up to the edge." All right, a little over the edge.

Conner appeared to take the mishap in good humor. Soaking wet, he laughed and joked with friends as he stayed on the scene for hours helping direct efforts to right the boat.

If one of the 60-ft *Stars 'n Stripes* cats San Diego wants to use as a defender were to dump at the start of the America's Cup, ESPN announcers Patric Kelly and Gary Jobson would be hard-pressed to fill the television airtime. Once over, large catamarans are extremely difficult to right. We didn't time the Sail America effort, but it took something like five hours — and four or five support vessels. Watching the snail-paced salvage operation would be, as they say in Hollywood, "not good television". Unless, of course, *New Zealand* capsized also, in which the event would make the Gong Show look like *Masterpiece Theatre*.

In other America's Cup news, Michael Fay and the Kiwi's used the prerogative granted them (and the San Diego YC) by Judge Ciparick in New York to deny both English and Australian syndicates the opportunity to sail off against New Zealand for the right to challenge San Diego. The defending San Diego YC was all for the challenges — they had nothing to lose — as long as the English and Aussies promised not to file a lawsuit contesting San Diego's use of a catamaran.

Fay, who once said he welcomed all competitors, justified rejection of the Aussie and English challenges by saying the boats were too different from *New Zealand*. The British boat was supposed to have hydrofoils and the Aussie boat was to be a flat-bottomed skimming cat without a weighted keel. Denying the two other countries the opportunity to challenge certainly alters the perception of Fay as a sporting gent.

cont'd on next sightings page



## let's hope — cont'd

Public relations isn't the only area where Fay has had a little trouble recently. In early May, *New Zealand* was put aboard an English freighter in Auckland for shipment to the United States. Unfortunately, the freighter wasn't going anywhere because the English seaman went on strike in support of a union action back home. The rumor was that Fay began to suspect that powerful Englishman Peter de Savary was behind the delay. De Savary is head of the English syndicate that Fay would not allow to challenge New Zealand. Now it seems there was nothing to the rumor; *New Zealand* was due to arrive in Los Angeles on May 27 for immediate delivery to San Diego.

Between worrying about denied competitor's trying to sabotage delivery of his boat, Fay filed suit in New York court to prevent the San Diego YC from defending the Cup with a multihull. This is the lawsuit everybody has been waiting for. If Fay prevails, the San Diego YC would no doubt have to forfeit the Cup to New Zealand because there wouldn't be sufficient time to build a monohull defender. If Sail America and the San Diego YC win, they're considered a sure winner in all but the lightest of conditions. The question was to be considered on May 25 and could take anywhere from a couple of minutes to a couple of weeks to be ruled on.

Tom Ehman of Sail America expressed optimism about the outcome of the suit: "We are quite confident Fay's latest litigation will be dismissed quickly, clearing the way for a contest on the water."

Then for good measure, he began twisting the knife. "Fay has known for months that we plan to race a multihull. This foot-dragging is typical. It is just another tactic to distract us and attempt to disrupt our steady progress." The final twist of the blade: "If Fay were a yachtsman instead of a lawyer/banker, maybe he would be willing to compete for the Cup on the water instead of in court."

Rich Roberts, whose coverage of America's Cup for the *Los Angeles Times* has been superb, puts the best perspective on the entire situation: "Is this all too absurd or what?" He really wasn't asking a question.

## truckin'

Each year, it seems, more and more Northern California sailors are spreading their sailing wings by racing or cruising down to Southern California. Some do it on their own, but most probably do it as part of the increasingly popular San Francisco to Catalina Race — which this year starts July 4.

The biggest impediment to sailors making such plans is the return trip. The wind and seas — which can test even the best of boats and sailors — are always on the nose. And few boatowners like to spend their precious vacation days pounding to weather.

There are two alternatives. One is to have somebody deliver your boat home. In the racing world this is as common as popping the top on a can of beer. Often times it's one of the younger members of the crew who does it; that way you know your delivery crew is familiar with the boat. But there are other competent professionals around.

The cost of having your boat delivered back? It can vary. The average rate is about \$2 mile plus expenses. Delivery skippers are remarkably inaccurate when it comes to measuring mileage, however, as they count Long Beach to San Francisco as 400 miles. Inexperienced skippers will do such deliveries for a little less, the old pros are more on the order of \$2.50 a mile plus expenses. Figure \$800 to \$1,000.

The thing about delivering boats up the coast of California is you can't be sure exactly how long it's going to take. We know of instances where an Express 37 did the Catalina Race and then was delivered back to San Francisco Bay in just 52 hours. If the weather cooperates that's entirely possible. If the weather stinks — as it can during the summer — delivery skippers can be holed up at Cojo, San Simeon or even Santa Cruz for days at a time.

The second alternative is to have the boat shipped back up by truck — as is being done with the boat heading up the Grapevine in the accompanying photograph. Vera at Boat Transit, Inc. in Costa Mesa, one of the big boat

cont'd on next sightings page

## national safe

Okay, we admit it. At times, we are somewhat lax about reporting all the various Coast Guard Auxiliary and Power Squadron Boating classes. Dozens of these one-evening-a-week, 13-week classes start every fall about the time school begins, and again in January and February. They are well worth the insignificant (materials only) fee, and are the ideal way to break kids, girlfriends, wives, friends and so on into boating safety and seamanship — and even to teach old sea dogs a few new tricks.

Learning more about boating safety classes is just one facet of National Safe Boating Week, which runs from June 5 through 11. Additional happenings are helicopter and other demonstrations, free





## boating week

boating inspections, safety booths and more. Since there are 63 Coast Guard Auxiliary flotillas in Northern California alone, we don't have the space to enumerate what each is doing and where. But most will run programs similar to USCG Auxiliary flotilla 17. They will be running a safe boating booth and conducting a courtesy marine examination at Pier 39 on June 11 between 10 a.m. and 4 p.m. For more information on that one, call Neal McLens at 752-3380.

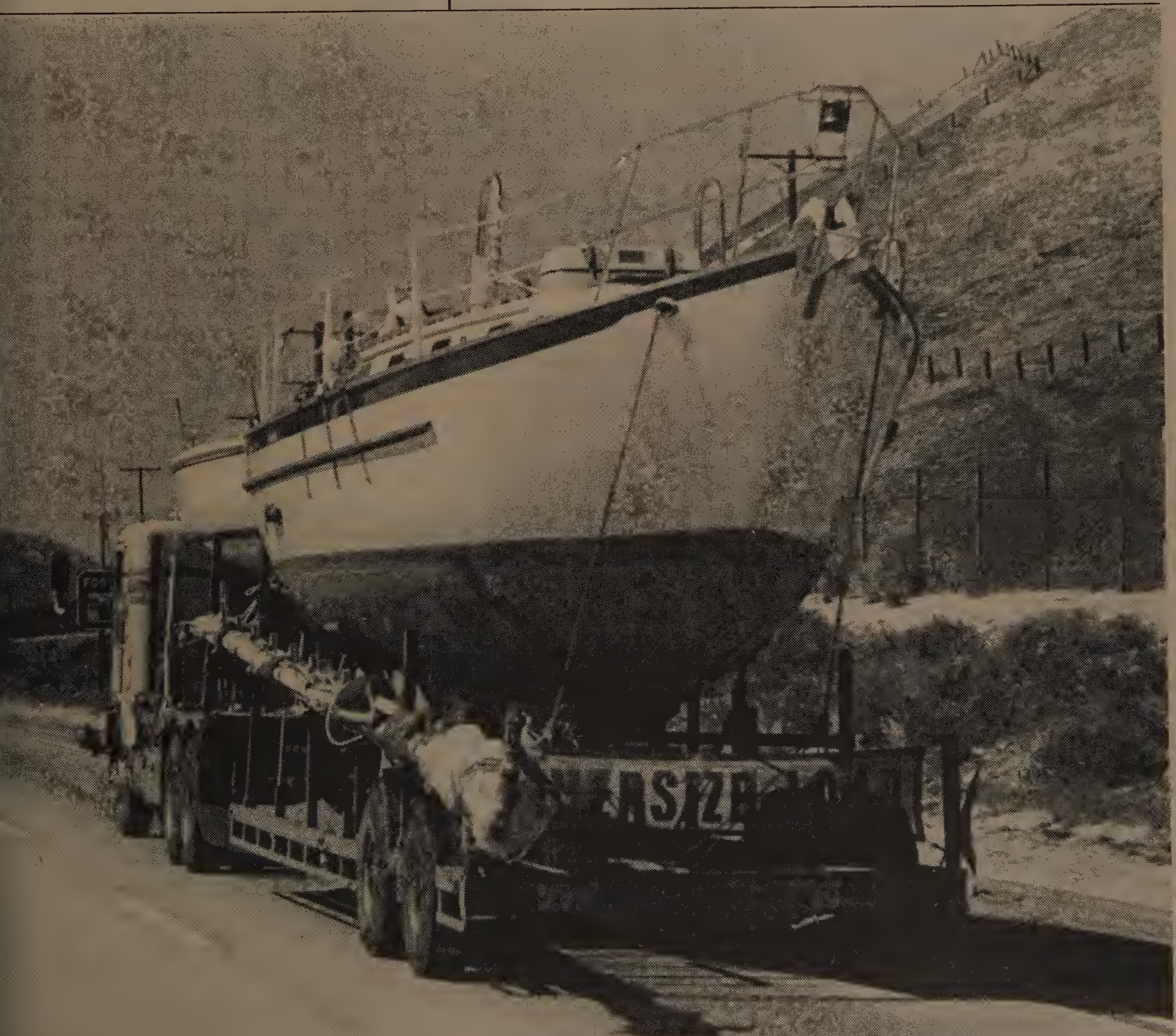
For more information on the activities of Auxiliary or Power Squadron groups closer to you, call: (415) 437-3309 or 437-3310. The Department of Boating and Waterways, (916) 445-2616, can also help you out.

## truckin' — cont'd

shippers, says their prices depend on the beam of the boat. A boat with less than 8.5 foot beam would be \$885 from Marina del Rey to anywhere in the Bay Area. Boats with 8.5 to 12 foot beams would be \$1,085. Boats with beam up to 13.5 — the largest they can take without an escort — run \$1,650.


When trucking your boat, you have to remember the boat has to be hauled out of the water and the mast unstepped; then the process reversed at the other end of the line. Those costs are likely to be \$4/ft. to have the boat hauled and another \$75 to \$100 to have the mast put back in. Of course, if you can put a group of about 10 boats together, you could probably cut a good deal with some boatyard and trucking company.

So do you truck or have the boat delivered? It all depends on how the weather is going to be. If it's going to blow and you might wreck a \$2,000 sail, it would be better to have it trucked. If it's a quick motor up the coast, a delivery would be more thrifty. Thus the answer is clear; you make your choice and your peace with the result.



LATITUDE RICHARD





# THESE ARE BARNACLES. TAKE A GOOD LOOK. YOU MAY NEVER SEE THEM AGAIN.

Up until now there has been no real preventative for the plague of barnacles. These uninvited guests have been a miserable problem for boaters, causing expensive annual haul-outs, scraping, and costly chemical paints. And the only deterrent available has been a highly toxic bottom paint. Now for the first time, there's an electronic barnacle preventive system... **BARNACLE BUSTER**... a revolutionary device that transmits miniscule vibrations through the hull to prevent the attachment of baby barnacles.

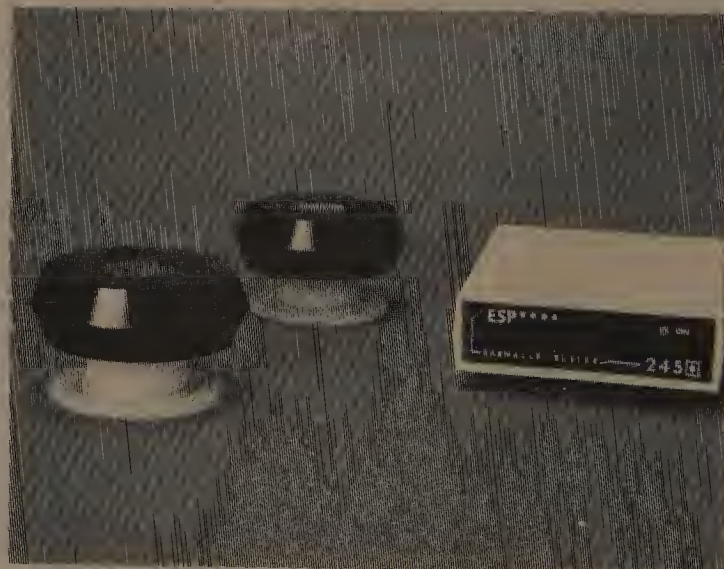
## NO THROUGH-HULL FITTINGS

After years of testing, the system has proven successful in keeping boats free and clear of barnacles. With Barnacle Buster, there are no through-hull fittings, the series of transducers mount easily inside the hull.

You can enjoy better fuel economy and higher speeds, and be relieved of expensive bottom painting. The Barnacle Buster electronic system now has a proven track record all over the world. Numerous yachts equipped with Barnacle Buster have had 100% effectiveness against barnacle growth.



**WORLD'S LEADER AND PIONEER IN MARINE  
PREVENTIVE MAINTENANCE**



## **BARNACLE BUSTER®**



## BARNACLE BUSTER HAS A PROVEN TRACK RECORD...

ESP Marine has developed a new technology in "Electronic Sound Anti-fouling industry" with the Barnacle Buster. The Barnacle Buster has been tested for over two years. It is proven to work on fiberglass, aluminum and steel hulls. With proper installation, the system will prevent barnacle larvae from attaching to the hull.

From the west coast of California to the southern Gulf of Mexico, the Caribbean and the Florida Peninsula; to Chesapeake Bay and New York; over to Europe — Holland, France and the Mediterranean Sea; and as far east as the coast of Japan, The Barnacle Buster has proven successful.

### RUDDER SHAFT AND PROPELLER PROTECTION...

Transducers will protect rudders, shafts and propellers from barnacle growth that result in greater fuel costs and keep haul-out expenses to a minimum.

### FUEL SAVINGS...

Boats with Barnacle Buster can save up to 15% of fuel annually. These savings can be significant for yacht owners as well as for commercial vessels and charter operators.

### BARNACLE BUSTER PRODUCES A CLEAN ENVIRONMENT WITH NO TOXIC CHEMICALS...

Barnacle Buster, with its all high-tech electronic design replaces toxic paint and improves our precious natural environment. Barnacle



Buster, when used with anti-fouling bottom paints, creates a "salt-shaking" special effect of the vibrating energy, thus there is no need to use expensive high toxic concentration of tin or copper paints.

### INSTALLATION...

A do-it-yourself instruction booklet comes complete with each system. Installation is simple and clean. Standard audio speaker wiring skill is all that is required. Most electronic and marine dealers can install the system at reasonable prices.

### POWER USAGE...

All Barnacle Buster models use less than 500 milliamps D.C.



### ESP INDUSTRIES, INC.

*For the nearest dealer contact:*

MICA  
363 N. Rengstorff, # 13  
Mt. View, CA 94043  
415-969-7686

<b>BARNACLE BUSTER</b>	
<b>Suggested Models</b>	<b>Boat Sizes *</b>
<b>BB 245</b>	<b>20'</b>
<b>Mini Buster</b>	<b>35'</b>
<b>BB 200</b>	<b>55'</b>
<b>BB 300</b>	<b>75'</b>
<b>*Larger Sizes Available Upon Request</b>	

OFFERED BY:

**DEALER INQUIRIES INVITED**



## lube job in vallejo

Had it occurred, the April 30-May 1 Vallejo Race would have been the 88th consecutive event for that club. It would have carried on one of the most popular traditions in Bay sailing, and would once again have fielded the largest inland race fleet in the Nation.



LATITUDE/KAREN

Eeeeeoooouuwww!

But as all of you who would have participated already know, it didn't happen. The Shell Oil Refinery at nearby Martinez sprung a leak and leaked crude all over boats, berms and everything else around the immediate area.

"The Sunday before the race, Shell told us the spill was contained east of the Carquinez Bridge," says Vallejo YC vice commodore Pat Lane. But as the week progressed, the slick expanded. First a "number one sheen," then a thicker number two and three, and finally clumps of the black goo; clumps that had the nasty habit of sticking to boat hulls. The resulting glop, says Lane, closely resembled automobile undercoating in looks and consistency.

"At 11 or 12 on Friday, Shell finally recommended that we cancel the race," says Pat. A number of things started happening immediately. YRA and volunteers jumped on the phones, calling every fleet captain, chandlery, yacht club and news service they could get ahold of. Flyers were distributed at docks and clubs. Their message: Sorry, folks, no race — but come to the Vallejo YC to party anyway! As a result of the phone blitz, only a dozen or so boats showed up at the starting line on Saturday, wondering where the heck everybody else was. On Saturday night, the club hosted a party for 200 to 300 people — and four boats that sailed up anyway! (That's opposed to 650 boats and 3,000 people on a normal year.)

Speaking through the considerable egg in its face, Shell was almost adamant in assuring everybody would be reimbursed that suffered damage or lost revenue. In the case of the race, the Vallejo YC will get about \$35,000 for non-recoverable losses. Individual boaters will also receive compensation for damage. Apparently, aside from the aesthetics, oil does ruin the toxicity of bottom paint and forms that sticky "undercoating." The damage claims will be for haulout, removing the goop with kerosene and a new bottom job.

The good news is that, although there won't be *the* Vallejo Race this year, a Vallejo Race is still planned. "It won't be scored in HDA," says Lane, "but right now we're looking at the weekend of July 30 and 31 to hold a race." Call YRA at 771-9500 for more information.

Probably the best news, at least from the point of the less fortunate among us, is that the 1,000 pounds of chicken the Vallejo YC didn't feed to hungry sailors was donated to the homeless shelter in that city.

## mark's multi

Three hundred sixty odd years ago — 1620, to be exact — a state-of-the-art merchant ship named *Mayflower* left Plymouth, England, bound for the new world. There were 102 souls aboard the 90-ft ship. The crossing took

cont'd on next sightings page

## a mickey

San Francisco YC and Disneyland have announced a new sailing event called the Kid's Korporate Regatta. It'll be held on June 11 and will benefit the California Health Research Foundation's youth alcohol and drug abuse prevention programs. Up to 20 JOR-type boats, such as *Bondi Tram*, will race beginning at 12:30 in Raccoon Straits. Each boat is corporately sponsored to the tune of \$2,000, either in cash or in services.

The regatta — which apparently will be covered by the local TV networks — is part of an afternoon of festivities that feature Mickey and Minnie Mouse, the lovable





## mouse regatta

Disney rodents that recently graced the cover of *Time* magazine. They'll host a so-called Mousecapade/Treasure Hunt which begins in Blackie's Pasture and ends in Tiburon as the boats finish. A banquet is planned afterwards at the San Francisco YC.

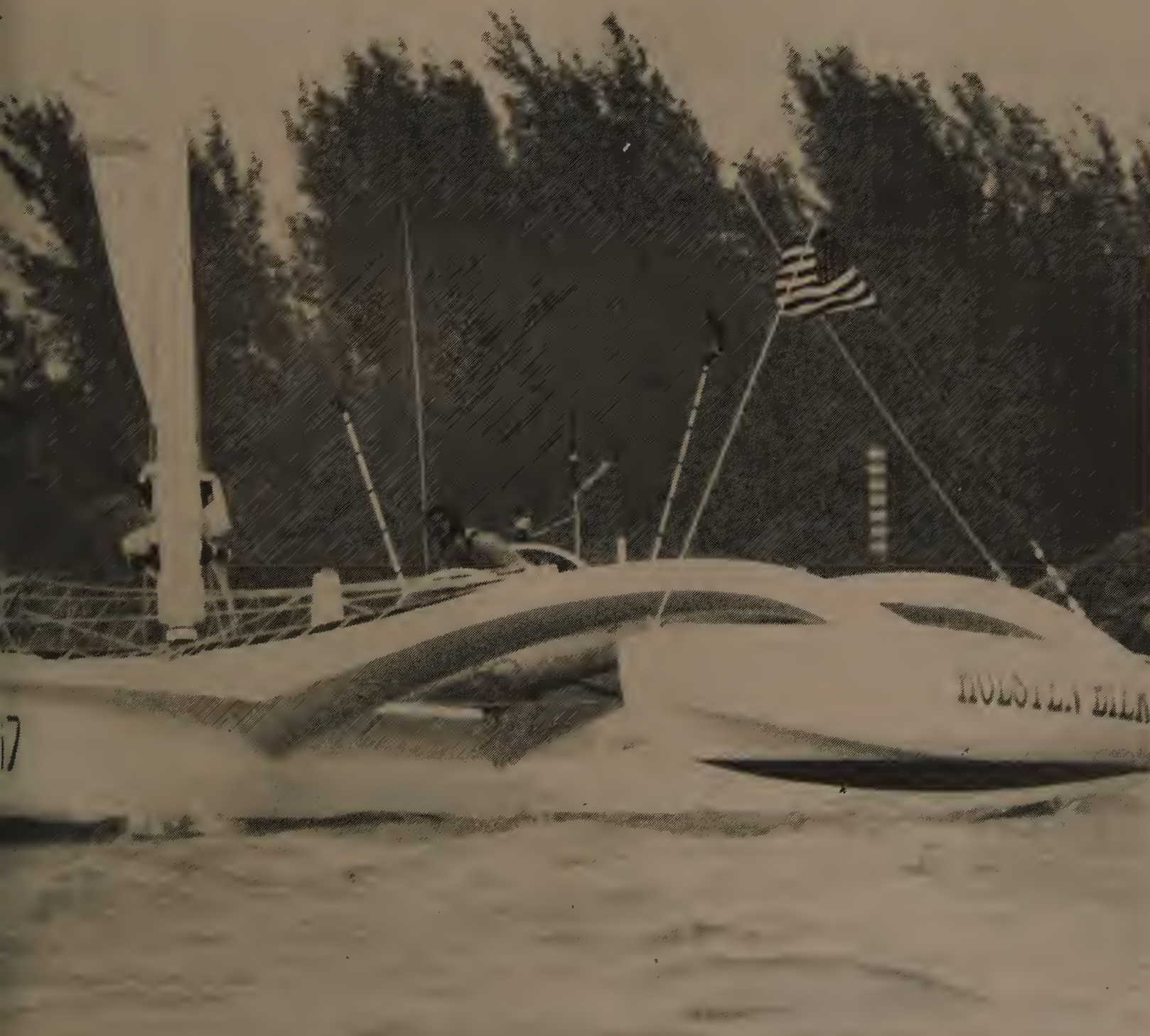
It's a regatta for a worthwhile cause, and to our knowledge, one of the first times sailboat racing has been used as a vehicle to raise funds for charity. That in itself seems like a healthy trend. If you'd like to learn more about the Kid's Korporate Regatta, call Tim Blair at (415) 331-4535 or the Tiburon Chamber of Commerce, (415) 435-5633.

## mark's multi — cont'd

66 days.

Times do change. In April, the 40-ft American trimaran *Holstein Ocean Surfer* made the west to east Atlantic crossing back to Plymouth with only one guy aboard in 16½ days. The guy, Sausalitan Mark Rudiger, hopes to make the trip from Plymouth to New England even faster.

If you're a regular reader, you'll know that Mark is one of two Northern California sailors entered in this year's CSTAR (Carlsberg Singlehanded Trans Atlantic Race — formerly the OSTAR). His 3,000-mile run from Bermuda to Plymouth was both a qualifier and an informal feeder race. Out of eight boats, Mark took third. Not bad, considering the traveler blew up halfway across; he was stuck in a parking lot off the Azores for two days; and his navigation instruments failed. Of course, he had a sextant, but it was so overcast he hardly saw the sun the whole way across.



BOB BLACK



## it's probably inevitable . . . but that's okay

We've been treated over the last few years to a whole host of new spinnaker designs. We're not only talking about True Radials, tri-stars, rocked panels, etc., but also about the AT&T Pacific Telesis and Cadillac variety.



JOHN ARNDT

Look for more brand-name chutes in the near future.

Sponsorship, whether you like it or not, has actually been around for some time. We've had the Clipper Cup (now Kenwood Cup) for ages. Then there is the Champagne Mumm Admiral's Cup, the Audi SORC (they can't all work), Credite Agricole, the Audi/Sobstad Race Weekend and, more recently, the Volvo/San Francisco Regatta coming up on Memorial Day weekend. Who knows, someday we may be racing at the Pepsi Big Daddy Regatta, the Motrin Midwinters (painless racing), or the Captain Crunch Vallejo Race. There are bound to be appropriate sponsors for each regatta.

A new sponsor on the west coast sailing scene, Carlsberg beer, just put their toe in the water by putting up a few dollars — and best of all, their product — to be the official sponsor of the 5th Annual J-Fest West Regatta. This series is held each year in conjunction with the Mariner Square Boat Show as a casual, fun, promotional regatta for the J/24 and J/29 fleets. Carlsberg, one of the many Anheuser-Busch companies, thought that would be a good place to start. Sponsoring is easy anyway: you offer up a few cases of beer, stitch a couple of spinnakers with your logo and away you go.

All in all, it doesn't seem like a bad idea. We've gotten used to Jim McMahon wearing his "sponsored" bandanas; perhaps we need a little more of that in the sport of sailing. Certainly there are some things to be worked out before this all fits into everybody's idea of weekend racing, but in the meantime perhaps you won't be messing with those stupid drink tickets and can sit back and enjoy a free beer.

## grand harbor marina

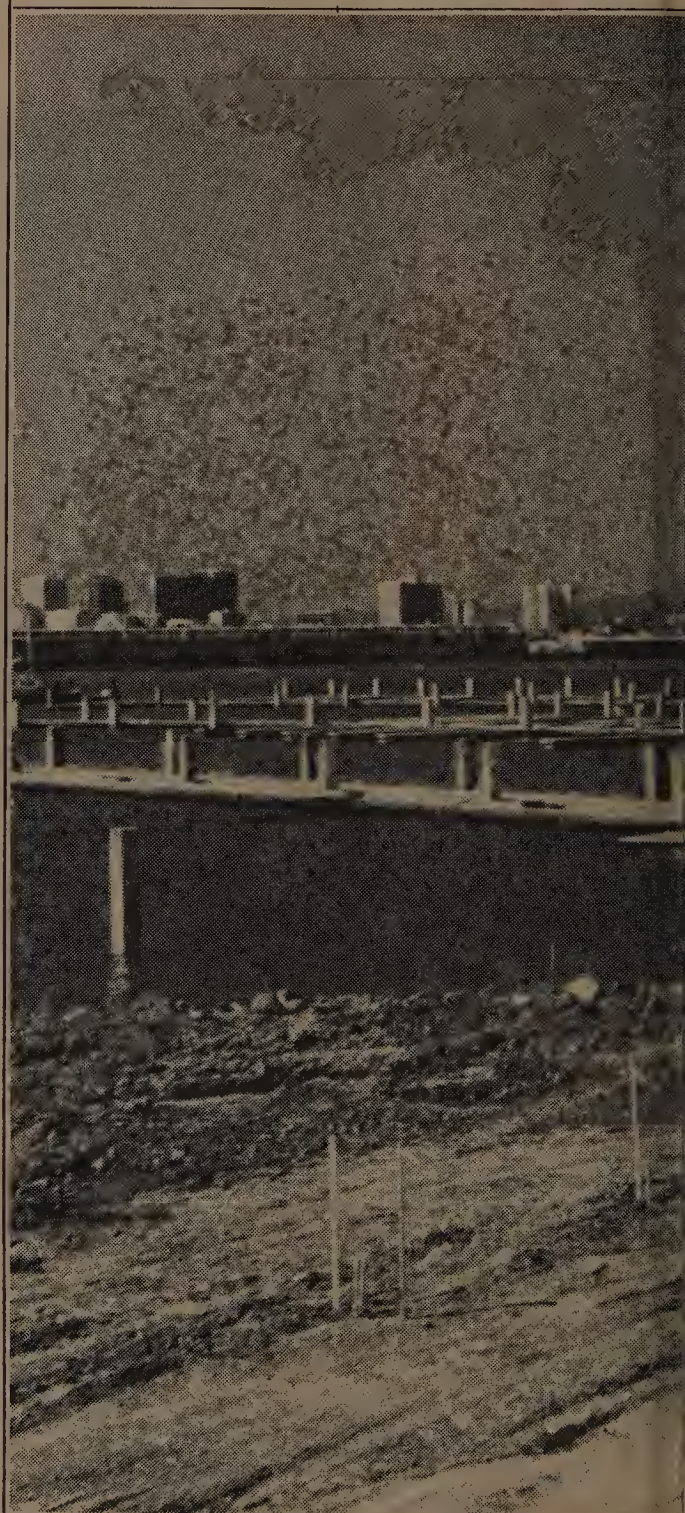
It may not look like much yet, but when the Grand Harbor Marina is done, it will more than live up to its name. In addition to new state-of-the-art docks with power, water, phone and cable TV hookups, the center will feature a 50-ton travelift; a converted warehouse offering 24,000 square feet of working space; a 1¼-acre haulout area; yacht brokerage; a 2-acre dry storage yard; and the largest fueling facility in the state, with a 360,000-gallon capacity.

The 365 slips will range from 30 to 53 feet, and will all be accessible by a golf-cart size "delivery truck." Prices will be competitive, \$5 to \$5.50 a foot. Completion is slated for August. Applications are being taken now. To apply for a space, or for more information, call 865-1200.

## taking a walk on the wild

After a brief May solo sail out the Gate in his Santana 22, *Tactful*, my friend Frank Lawler dropped his jib near Crissy Field. Noticing a tangle in the halyard, he went forward to clear it. While passing the shrouds he lost his footing. The next thing he knew, he was bobbing in the cold water and watching *Tactful* sail away at three knots. wasn't practical. Wearing a life-jacket, coat, boots and other clothing, he could hardly move, let alone swim.

Frank then watched as his boat rounded up perfectly into the wind and tacked back toward him. Seeing the bow line in the water, he grabbed it and pulled himself —





### — and wet — side

with the help of a big jolt of adrenalin — back aboard.

The way Frank tells it, the incident happened so fast that he never really realized what was going on until it was over.

Never mind that Frank had just completed two weekends of working with some fellow sailors on man overboard drills; or that his obsession with seeing the grey whale Flukey had kept him from pursuing his sheet metal profession; or that his Santana 22 (formerly Mike Cayman's *Great Expectations*) ought to be renamed *Boomerang*. We're just glad that he's all right and that he'll probably be wearing a safety harness for his future solo sails.

— audrey gibson

### they're not called survival suits any more

Remember our story about survival suits a few months back? In it, we mentioned the possible existence of an exclusive club of individuals whose lives had been saved by the suits. That's all we knew, and we asked anyone who knew more to let us know. Well, ask and ye shall receive. We got a phone call in early May, and a follow up letter, the pertinent parts of which follow:

"The group is Imperial's Penguin Club, with over 300 members," writes Sandra Mills for Parkway/Imperial Company of New York. "Of course, 300 is probably a small percentage of those who have had occasion to use the suits. Often the (only) motivation for speaking up about the incident is the replacement of the storage bag for the Imperial suits, which are almost always lost overboard.

"Imperial, the industry's largest producer of immersion suits honors anyone who documents an incident in which their lives were saved through the use of (one of our) suits with a membership card, plaque and replacement storage bag.

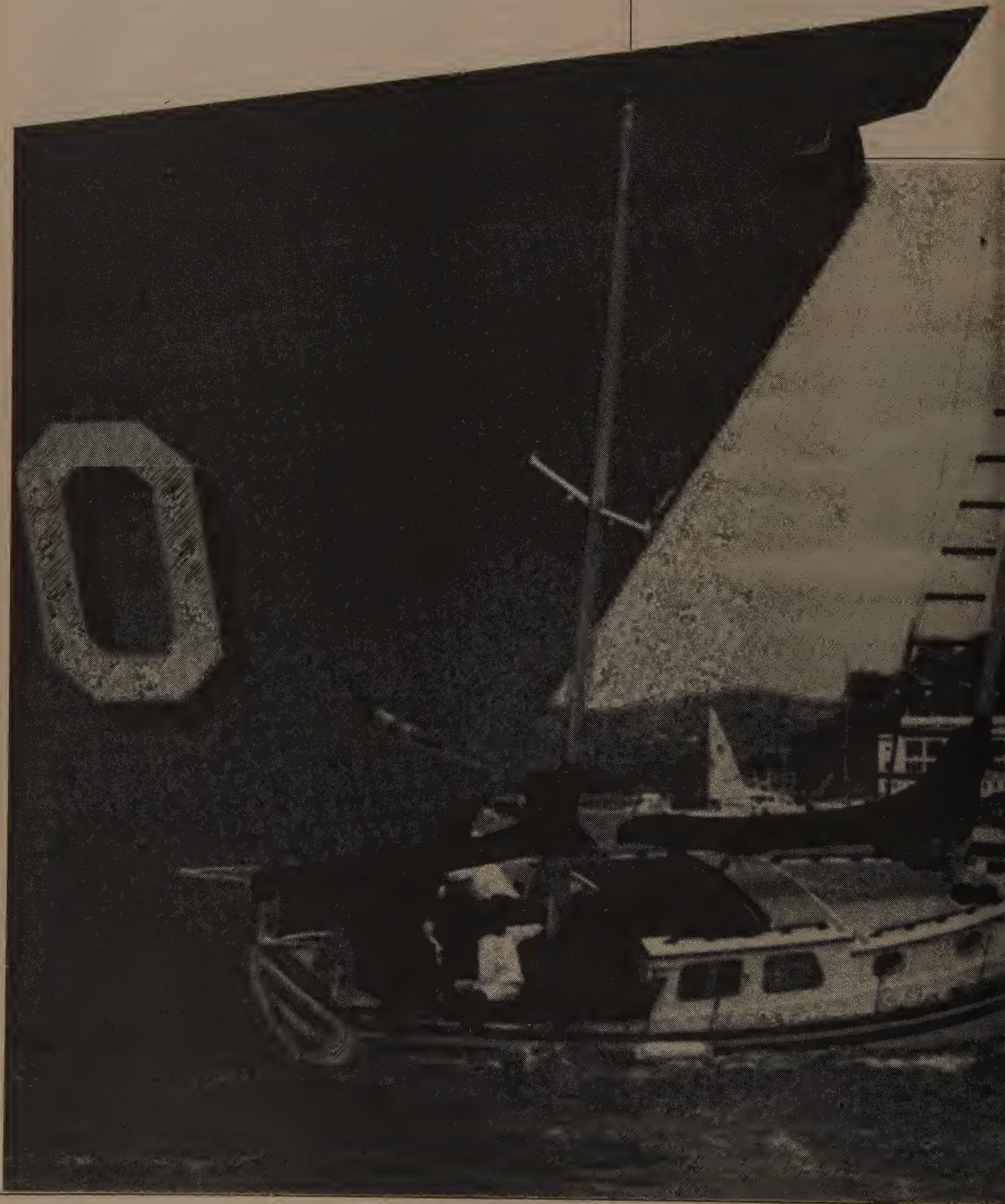
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LATITUDE SARAH



# SIGHTINGS





## opening day crunch

There are lots of places in the world where you can go boating and not worry about current. San Francisco Bay is not one of them. Peak tidal flow under the Golden Gate during any month can reach nearly six knots. Underestimate the current and - sooner or  
cont'd on next sightings page



STEVE WELLS

## survival suits — cont'd

"For more information about Imperial Immersion Suits, or if anyone would like to report an incident in which their life was saved through use of Imperial Suits, please contact Parkway/Imperial in New Jersey at (201) 721-5300."

Incidentally, "Immersion" suits meet revised Coast Guard standards for cold water survival. Effective January 20, 1988, manufacturers are no longer permitted to produce the old style "exposure" or "survival" suits. They are, however, allowed to sell existing stock. If you're in the market, immersion suits are labeled as such, and must carry the Coast Guard approval designation 160.171. The older suits carry the designation 160.071.

By the way, though technically now "inferior," there's nothing wrong with the "old" survival suits. Most look and function in the same way as the new suits. Differences between the old survival suits and new immersion suits are in areas like improved abrasion properties, ease of entry, hand dexterity in cold water, impact resistance, righting, freeboard and so on. With the new guidelines, it's possible that the older suits may be had at bargain prices. Check around.

On a related subject, in researching the original article, we asked the Coasties to send information on loss of body heat experiments they'd conducted. That info arrived too late for inclusion, but was interesting enough that we'll let you know about it now.

The heat-loss tests were conducted in 1984 off the Cape Disappointment CG station. They consisted of dressing volunteers in different cold weather "garment ensembles" and basically chucking them in 50-degree water for 90 minutes or as long as they could stand it. Since the experiment was by and for the Coasties, many of the outfits were things like flight suits and aviation overalls. The four outfits closest to a recreational boater's clothing options are: a survival suit over standard Coastie work uniform; a wetsuit over cotton underwear; boatcrew anti-exposure overalls (similar to a full set of foulies) over regular work uniform; a thermal float coat (with watch cap and leather gloves) over a work uniform; and simple lightweight clothing. Each outfit was tested in both calm and rough water.

The following results are estimated survival times, in hours:

garment	calm water	rough water	loss of consciousness
survival suit	22.7	25.4	15.2
wetsuit	18.1	15.0	18.1
overalls	13.1	6.1	3.7
float coat	7.9	4.8	2.9
lightweight clothing	4.0	3.5	—

Death in these cases is due to cardiac arrest, which occurs when the body's core temperature gets to about 80 degrees. The study notes loss of consciousness because "without a self-righting life jacket, drowning is assumed to occur with unconsciousness."

The reason rough-water survival times were lower is attributed to cold water "flushing" through all outfits but the survival suit.

Finally, it's worth noting that the test subjects were all fit young men, all good swimmers, and that none of them gave his all for the experiment. In other words, these are estimated survival times for the "50th percentile" seaman. Survival times may decrease for out-of-shape older folks. However, the study estimated that "50th percentile" women — with smaller builds than men, offset by more body fat — would be expected to have the same survival times as men."

## fun race to hawaii set to roll

The Pacific Cup, the West Marine sponsored race from San Francisco to Kaneohe Bay, Oahu, is poised for take-off on July 4th. Currently 27 boats have ponied up the \$500 entry fee, with the majority — 20 to be exact — competing in two PHRF divisions. Ratings for many boats still haven't been received, so the division break hasn't been decided upon quite yet. Three boats are entered in the doublehanded PHRF division, while four boats are entering under the IOR rule. The IMS division, which attracted only one

cont'd on next sightings page



# SIGHTINGS

## fun race to hawaii — cont'd

entry, was dropped.

Realistically, the race organizers expect 25 boats to cross the line, about the same as the 26 boats that entered the '86 Pacific Cup. Boats can still enter after the June 1 deadline (there's a \$50 late fee), but according to race spokesman Mary Lovely, "We don't really expect any last minute entries. Let's face it — you don't do something like this on the spur of the moment." Lovely said that they received 70 crew applications for the race — apparently, lots more crew are available for the race than there are positions.

Important dates for Pacific Cup participants are the June 30 kick-off dinner at Berkeley YC at 1800 hours, followed two days later by the skippers'

cont'd on next sightings page

## opening day

later — as you can see from the accompanying photographs — you will find yourself in an embarrassing and potentially hazardous situation.

The Navy destroyer here isn't moving. Neither is the unnamed sailboat. All the heeling and apparent bow wave are being caused by the late morning ebb, which at this point was running near its three-knot max. The skipper of the ketch — which incidentally





## — cont'd

took part in the blessing of the fleet only moments before — simply tried to cut it too close going around the bow of the anchored ship and got "pinned." It took 45 minutes, several tries by good samaritans and finally a Coast Guard launch to pry the boat free.

The moral of this story: don't leave home without your tidebook, preferably the 1988 edition. And when in doubt, give obstacles a wide berth.



HAL NELSON

## fun race to hawaii — cont'd

meeting at Sausalito YC between 4-6 p.m. Meanwhile, everyone is invited to hang out and chat about the upcoming race at Tar and Feathers, a Union Street drinking establishment, every Wednesday night in June. Call the Pacific Cup hotline at (415) 331-2236 or Mary Lovely at (415) 359-8528 (nights) for more details.

## Pacific Cup Entrants as of 5/20/88

<b>Doublehanded</b>			
<i>Ankle Biter</i>	Santa Cruz 27	Jim Belland	San Francisco, CA
<i>Sting</i>	Sovereign 33	Bill Huseby	Vancouver, WA
<i>Stinger</i>	Wylie 34	M. Casinelli/T. Lingentelder	San Diego, CA
<b>IOR</b>			
<i>Citius</i>	Santa Cruz 70	George R. Barrett	San Francisco, CA
<i>Maverick</i>	Nelson/Marek 68	Leslie Crouch	San Diego, CA
<i>Sorcerer</i>	C&C 30	Greg Cody	San Francisco, CA
<i>Swiftsure III</i>	Nelson/Marek 68	George Folgner	San Diego, CA
<b>PHRF</b>			
<i>Adios</i>	Columbia 43	Howard Shaw	Portland, OR
<i>Alpha</i>	Stephens Marine 47	Ralph E. Wilson	San Francisco, CA
<i>Bandit</i>	Swan 47	Warren Rosendale	Anaheim, CA
<i>Calliope</i>	LaFitte 44	Frank A. Morrow	San Francisco, CA
<i>Camille</i>	Stewart 42	B. Permar/H. Bowers	San Francisco, CA
<i>Gate Crasher</i>	C&C 41	Club Nautique	San Francisco, CA
<i>Ghost</i>	Morgan 38	Louis Ickler	San Francisco, CA
<i>He'ouanea</i>	Nordic 40	David L. Brown	Kaneohe, HI
<i>Kialoa II</i>	Yacht Dynamics 73	Frank & Marsha Robben	San Francisco, CA
<i>MaRousse</i>	Hans Christian 48	G.C. (Bud) Moody	Los Angeles, CA
<i>Magic Carpet</i>	Schooner Creek 42	Steven Randler	Portland, OR
<i>Promotion</i>	Santa Cruz 40	S. Rogers/R. Repass	Santa Cruz, CA
<i>Puffin</i>	Freedom 36	Stuart Wilson	San Francisco, CA
<i>Rascallion</i>	Balto 51	Glenn Stofek	San Francisco, CA
<i>Saraband</i>	Westball 32	David L. King	Portland, OR
<i>Tamarin</i>	Sabre 30	Richard R. Burton	San Francisco, CA
<i>Tin Man</i>	Barnett 46	Ned Flohr	Seattle, WA
<i>Ursa Major</i>	Luffe 44	Cal Maritime Academy	Vallejo, CA
<i>Wild Goose</i>	Nordic 40	Sue & Jim Corenman	San Francisco, CA
<i>Wyvern</i>	Liberty 57	Leroy Lamoreaux	Portland, OR

## unofficial but fast

A few dozen singlehanders had 'a pretty wild time of it during April's Singlehanded Farallones Race. Only 18 boats, less than half the number of starters, finished the race. They battled high seas and winds gusting to 40 knots. For many, it wasn't much fun. Survival conditions rarely are.

But for the only unofficial entry, it was a warp-speed blast. Bob Cranmer-Brown couldn't enter the MacGregor 65 *Zeus* officially because insurance demanded the owner be aboard. So why Hal Nelson stood in the companionway taking pictures, Cranmer-Brown let it all hang out.

"I have to give Hal a lot of credit," says Bob. "He let me thrash the boat around pretty good and never said a thing."

The run in was the highlight. *Zeus* ibed in the lee of Southeast Farallon at 1:30 and crossed the finish line (actually beside the finish line) at 4:03. The intervening 2½ hours were exciting, even for an experienced singlehander and big boat jockey like Cranmer-Brown. "We surfed the whole way in, and twice hit 19½ knots," says Bob.

It was all in a day's practice. Bob is slated to be at the helm of another ultralight sled, the Santa Cruz 50 *Roller Coaster* for the June 25 Singlehanded TransPac.

## kicks just keep getting harder to find

When covering a regatta like the Stone Cup, which was held at St. Francis YC on May 14-15, you hear a lot of stories. This one's about two guys, some safety harnesses, a sixpack of beer, and a yacht club burgee. Admittedly, it doesn't have much to do with sailing *per se*, but that's never stopped us before.

cont'd on next sightings page



# SIGHTINGS

## kicks — cont'd

The two characters in our story — who we'd best not name as they're guilty of a little criminal trespassing — are both well-known sailors on the grand prix circuit. Each is an accomplished bowman in his mid-twenties. One's from down south; one lives here on the Bay. They were both sailing on the fire engine red Davidson 40 *Pendragon*. And — after hearing their story and seeing their pictures — we've decided they're both nuts.

It seems that our two guys were inspired to pull off their now-famous (in very limited circles) stunt over a long *Pendragon* crew dinner at the St. Francis on Saturday night. The conversation had turned into a story-telling session of outrageous events that the various *Pendragoners* had lived through, cont'd on next sightings page

## wapama

Volunteers are needed to conduct tours of the steam schooner *Wapama*, a vessel in the National Maritime Museum's collection of historic ships. The 209-foot, 73-year-old woody used to haul lumber up and down the coast. These days, the *Wapama* sits on a cradle in front of the Bay Model Visitor Center in Sausalito, where she's been undergoing extensive restoration and preservation work. The *Wapama* has been there a

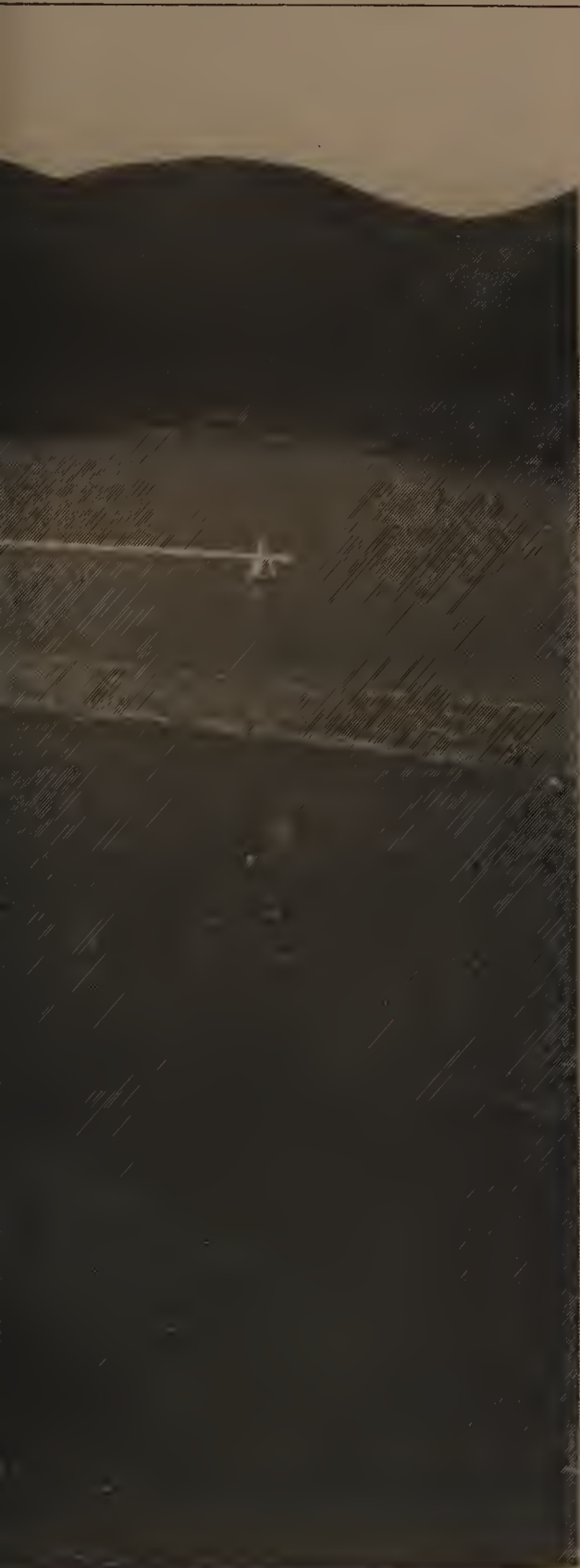




## docents needed

year-and-a-half; from the looks of it, she's not going anywhere in a big hurry.

While the ship is berthed at the Bay Model, volunteer docents will be needed to educate the public concerning the history of the *Wapama*, as well as the value of protecting and preserving historic vessels. Interested parties — young or old, male or female — are encouraged to call Ed Griggs at the Bay Model, (415) 332-3871.



LATITUDE RICHARD

## kicks — cont'd

and our two protagonists apparently didn't feel they had any tales that measured up to those they were hearing. Sitting there listening to the stories, drinking cocktails and looking out at the most beautiful bridge in the world, the idea hit them like a ton of bricks.

That night, they drove to the Golden Gate Bridge and began their spur-of-the-moment ascent of the South Tower. Each wore a Lirakis seat harness (the kind preferred by bowman for going up the mast), as well as a regular chest harness. "We may be crazy," they admitted, "but we didn't want to die." They climbed a tree which enabled them to get onto a trellis underneath the bridge, and from there headed up towards the span. Rather than give away all the technical details of the difficult climb, suffice it to say that soon after they made it to the top, undetected by the bridge's security cameras.



To celebrate the moment, the dynamic duo drank a sixpack of suds (they swear they were sober the whole time, thanks to a chilly wind and, we suspect, the adrenaline rush) and attached a St. Francis YC burgee to the top of the tower facing the Bay. The thoughtful touch was no doubt inspired by the burgee in the StFYC's Men's Grill that had been planted on top of Mr. Everest. It was visible the next day with binoculars; for all we know it's still there. They also shot five rolls of color film to document their adventure. "It was really beautiful up there," one said. "We were above the fog, looking down on the lights of the city."

The next day, *Pendragon* won the One Ton division of the Stone Cup, thereby qualifying for the Worlds in September. Later, at the dock, a steady stream of sailors visited *Pendragon*; many to congratulate owner John MacLaurin and his winning crew, but most to look at the pictures — which had been developed at a one-hour photo place — of the midnight assault.

The reaction of the Stone crowd to the stunt was mixed: some thought it was funny, some thought the two guys should be committed to an insane asylum. Personally, we're still not sure what to make of it. We do know you'd never catch us up there, and we obviously don't recommend the trek up the tower to anyone, grand prix sailor or otherwise.

## the dope trade explained

Most law abiding citizens aren't familiar with the way the dope trade works. With the help of the accompanying photo, we'll explain it.

See the big freighter heading in the Golden Gate? It's full of pot from Thailand, hash from Panama or cocaine from Colombia. See the tug towing the barge out the Gate? It's full of money, headed for the dope distributors in Thailand, Panama or Colombia.

See the little sailboat sailing toward the Gate? Three years ago, while the young nephew of the owner was aboard, the last half-inch of a roach slipped out of his pocket and fell behind the seat cushion. In about 10 minutes, the Coast Guard will arrive to conduct a safety inspection. During the inspection, they'll find that old roach the owner never knew about. Under "zero tolerance," they'll seize the boat so it can be auctioned off.

It just goes to prove how harmful dope is — some people don't even have to smoke it for their brain function to be impaired.



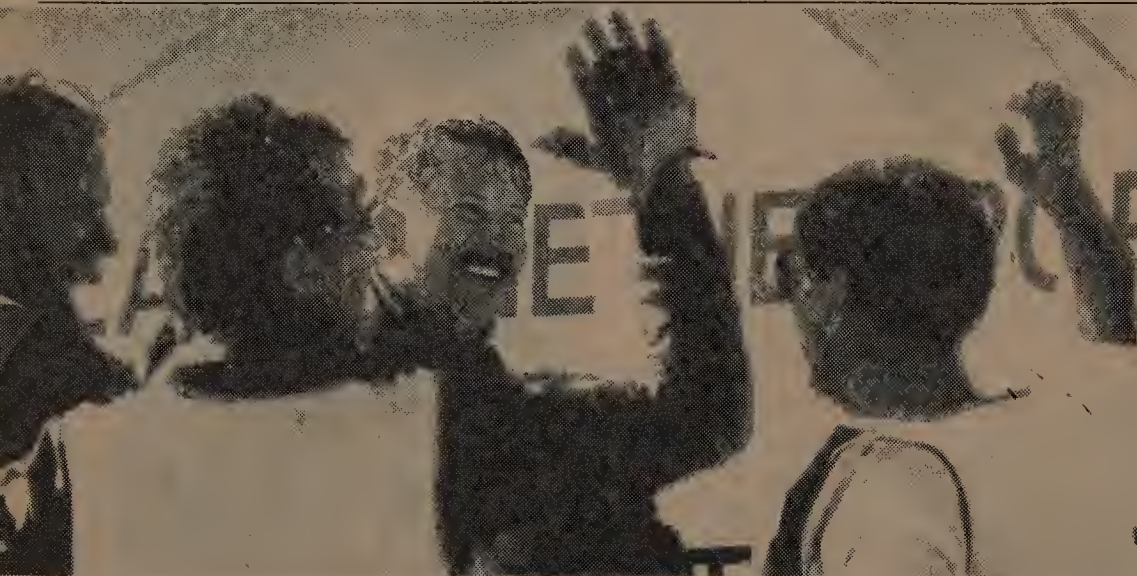
# THE ULTIMATE YACHT RACE:

Corpus Christi, Texas — Not long ago, in the faraway land of the Coastal Bend, a handful of sailors met to make a little history. Twenty-seven boats in three classes (Ultimate 30's, J/24's, and Hobie 21's) gathered for something that had never hap-

a lot of it — more in fact than any regatta has ever offered before (the Grundig Cup in France, which races for a \$150,000 purse,

and the so-called Ultimate 30's, a wide open "development class" specifically geared to this regatta. Each class had some great sailors in it, including the likes of Smyth, Alter, Tucker, Read, Baird, Tawaststjerna and Kolius. Many of their crew were world class sailors in their own right — it was a formidable line-up.

By the end of the six-day "elimination series", there had been all the ups and downs of a soap opera. Crews had sore hands and cut lips, boats had been center-punched, many had suffered capsize and a few had dismasted. A fair amount of Midnight Boatbuilding 101 had occurred, and



pened on U.S. shores before: \$165,000 was going to be distributed throughout the next week at a new USYRU endorsed series called the Ultimate Yacht Race. The sailors were ready: no more pickle dishes, no more beer mugs with glass bottoms. Just cash, and

The UYR course is designed to maximize close sailing for competitors and access to the course for spectators.

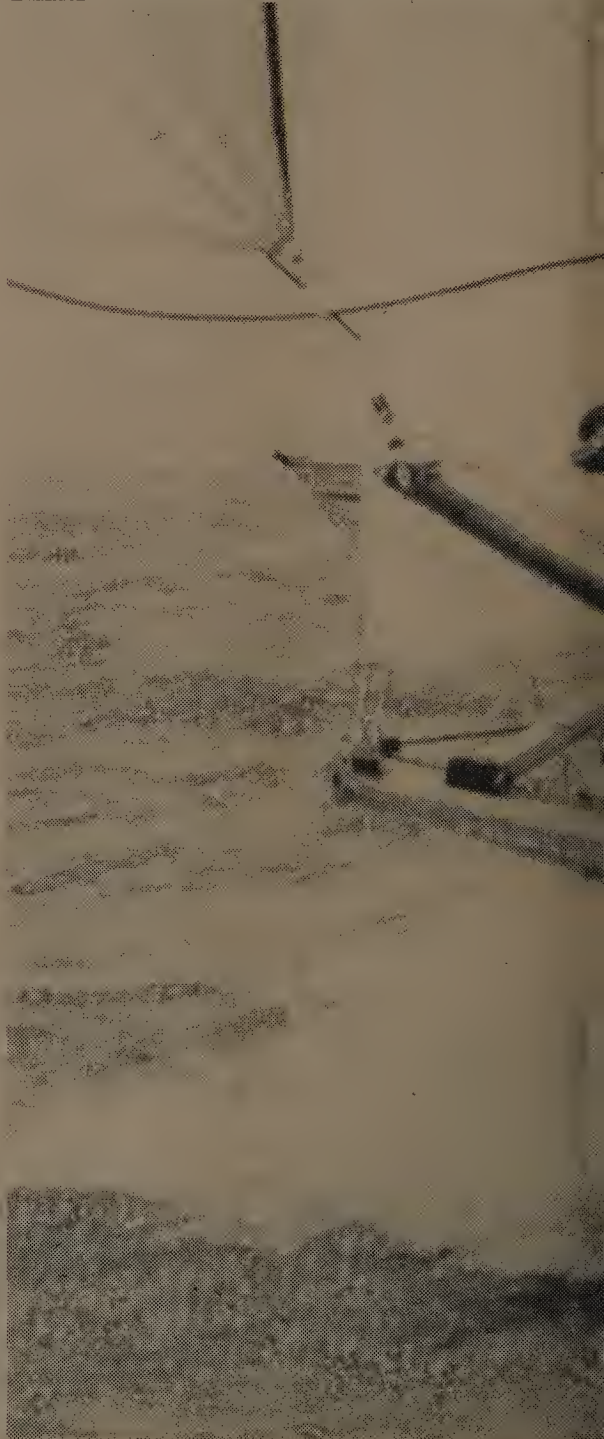
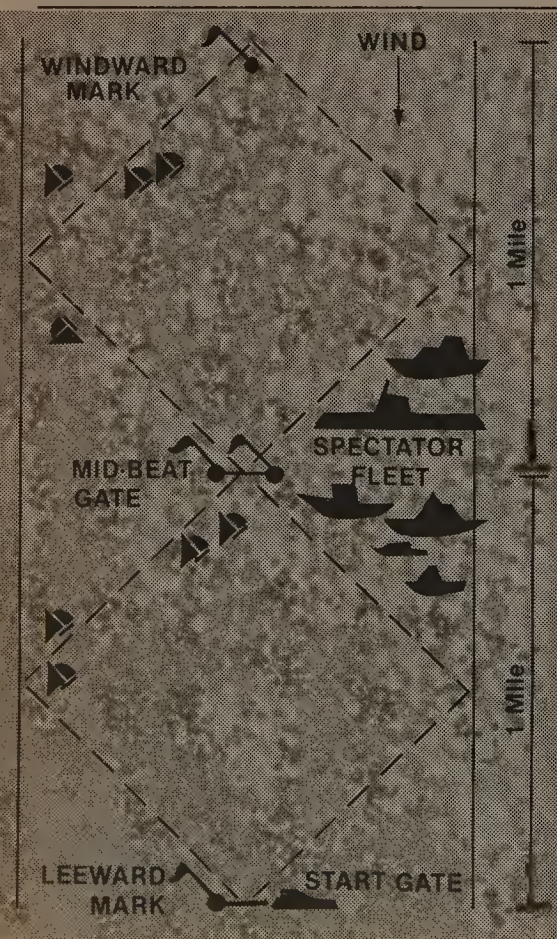
"We're in the money!" John Kolius, on right, and the 'Whale'-ers seconds after winning the Ultimate Yacht Race.

previously had that distinction).

The Ultimate series had originally been touted as a winner-take-all million dollar boat race. Obviously, that didn't even come close to happening. But what did happen during the week of May 9-15 was some extraordinary racing in suitable conditions with ample breeze, with prize money distributed daily to the winners of the respective classes. Because entries fell far short of original expectations, organizers Glenn and Toby Darden of Ft. Worth decided to change the format from the winner-take-all concept.

The Dardens had intended to use the first six days of racing to whittle each class down to 10 boats, who would then participate in the actual dash for the cash. But with fewer than 10 boats entered in two of the three classes, the daily prize routine was initiated, much to the delight of the entire fleet. Five grand per race was awarded to the winner of the Ultimate 30 race, with a \$10,000 kicker going to the winner of the "elimination series". The J's were doing battle for \$1,000 per race; the Hobie's were in it for \$100 per race. What was left of the purse — which came out of the participants' entry fees — was then distributed to the winners of the Main Event, the Ultimate Yacht Race on Sunday the 15th.

The vehicles used in this inaugural regatta were Hobie 21's, the newest speed toy from the off-the-beach boys in Capistrano; J/24's, familiar battlewagons known and loved by many of the hottest sailors around;





# GOING FOR THE GREEN

there was exactly a 50/50 split of helmsmen thinking the on-the-water referees had made either the right call or a perfectly lousy call. Sort of sounds like sailboat racing, doesn't it?

By the time the Sunday morning of the actual Ultimate Yacht Race rolled around the pressure was really on. The crews of two of the 30's had been working around the clock for 48 hours to make it to the big money race. Mike Hobson's *Flyer*, a great looking

'Flyer', the best downwind Ultimate 30, entering hyperspace.

... three ticks  
of the second hand  
told the story.

red Rob Humphreys design that lived up to its name, had blown its rig into four pieces less than three boatlengths from the finish line in Friday's race. They'd watched dumbstruck as John Koliuss' *Team Connecticut*, a.k.a. *Whale*, rushed past them to take the

gun and the \$5,000 daily prize money out of their pocket. Then, it was so much for "Whale watching" — for *Flyer's* crew, the next two days were a nightmare of cutting and pasting their rig back together.

Then there was the case of *Team Hi-Tech*, led by boatbuilder John Heinemann of Connecticut. Heinemann, who's built *Crazy Horse*, *Cowboy*, *Pyewacket*, and many others, had built *Whale* and then his boat, a supposedly improved sistership of the Bernard Nivelt design. Unfortunately, Heinemann showed up late — Thursday — with a boat that had never been in the water, let alone raced. They were clearly underdogs, definitely the dark horse for more reasons than the color of their black hull.

The last entry in the 30 class was the local







Kolius concentrates on keeping the overcanvassed 'Whale' upright.

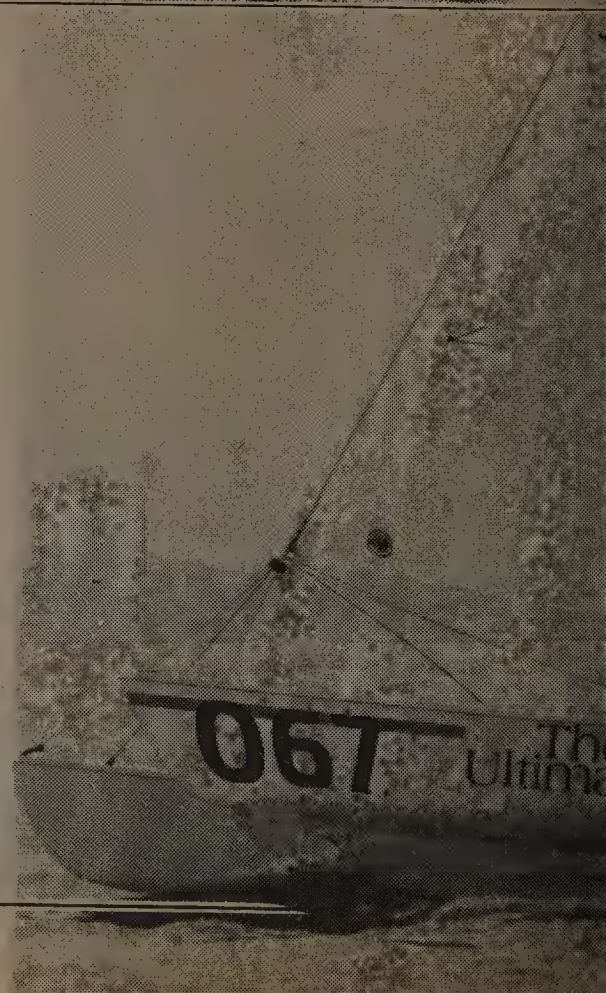
entry, *Blue Bayou II*, a modified Moore 30. They'd proved sorely off the pace all week, despite winning the final "elimination" race on Saturday. Another Ultimate 30 was in attendance but chose not to race: Trevor Rogers dragged his radical *Pro 30* 12,000 miles from New Zealand, only to yank his entry two hours before the racing began. Apparently, Rogers was upset about what he perceived as a lack of financial and community support for the Ultimate Yacht Race.

Finally, the racing got underway, and in the first two classes of the day — Hobies and J/24's — the finishes were blowouts. The Hobie class, which went through ten elimination races to qualify for the Ultimate (ten made it, six didn't), started in 12 knots of breeze. The course for all three classes was three windward/leeward laps of four miles each — 12 miles altogether.

The fleet spread out quickly except for four boats: Carlton Tucker of Florida, Brett Dryland of Australia, and Southern Californians Randy Smyth and Jeff Alter. Alter,

however, pitchpoled rather spectacularly at the gybe mark — a real crowd pleaser. These overpowered cats, the first from Hobie to use spinnakers, aren't easily righted and Alter eventually opted for a DNF. Meanwhile, Tucker, sailing *Hood Sails*, walked away from the fleet and collected \$3,300 for winning his class. Dryland (a great name for an off-the-beach kind of guy) took home \$1,650; Smyth landed a paltry \$825.

Then the J/24's took to the playing field in a building southeasterly. After a great start, all seven J's sailed through the "gate" — a slalom type mark halfway up the two mile leg that everyone had to pass through both upwind and down — within 25 seconds of each other. Then Ken Read put on his sailing shoes, so to speak, and walked away from the fleet in his *Team Timberland*, named for their sponsor. Read, a former two-time World J/24 champ, went on to win by 300 yards. The most exciting duel in the J fleet occurred right behind Read — in a photo finish, Jack Slattery nipped Ed Baird for second place. For the quick race, Read bagged a cool \$39,600; Slattery went away with \$16,500, and Baird pulled in \$9,900.





# GOING FOR THE GREEN

ALL PHOTOS BY  
JEFF DEBEVEC

Not bad for a leisurely afternoon ooch around the course.

*Flyer* had stepped their band-aided mast just an hour before and *Hi-Tech* had only sailed once — the day before — and had dumped the boat while merely tacking. *Kolius'* *Team Connecticut* entry was favored, but for once in his sailing career, John wasn't the favorite



Next, it was the Ultimate 30's turn. By then the spectator crowd, most of it milling around the "gate", numbered around 200 boats and they were ready for some action. Tension on the four turbo 30's was high:

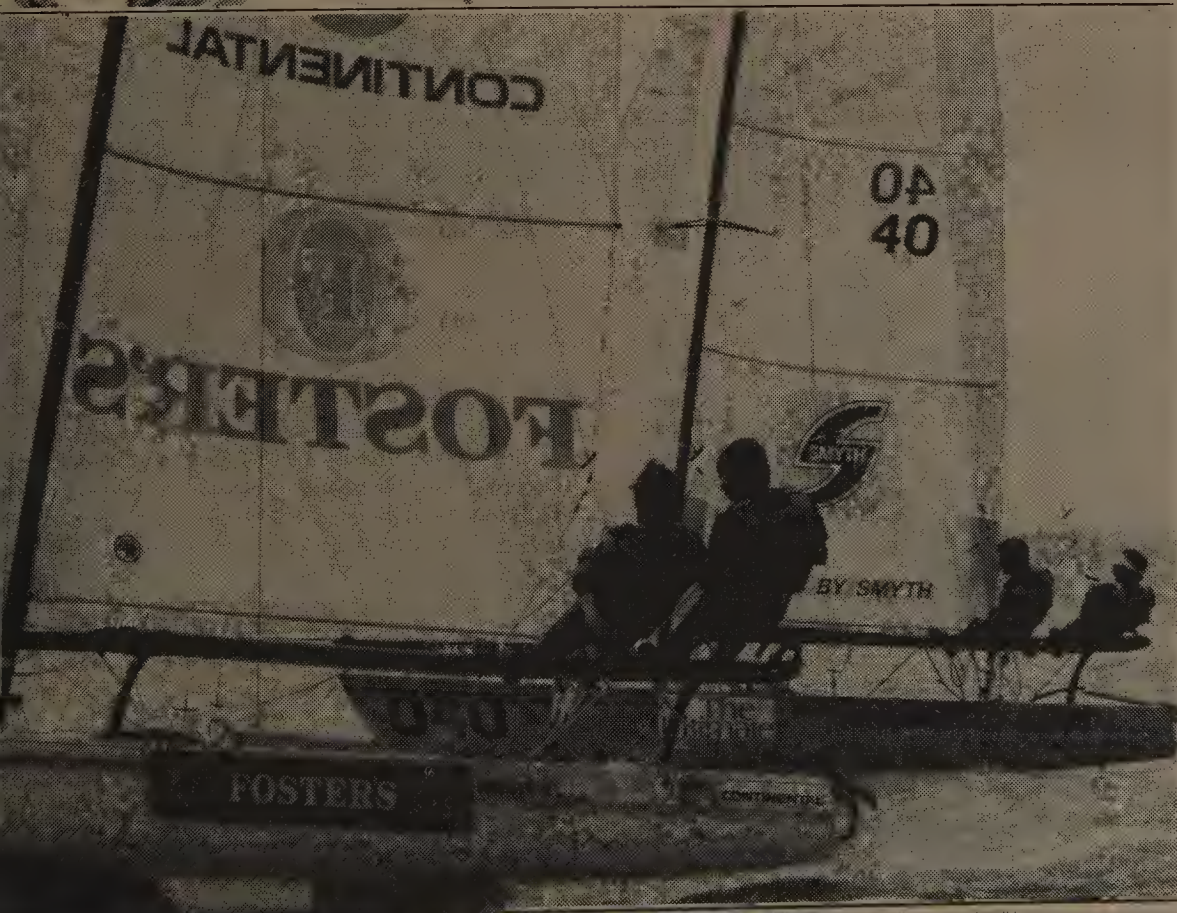
The new Hobie 21's proved faster than the Ultimate 30 around the course — an A-Cup preview?

The Ultimate 30's: (l-r) 'Blue Bayou', 'Flyer', and 'Whale'. The latter is for sale for \$100,000.

son. Despite the fact that *Kolius* grew up in Texas, the locals were soundly behind their hometown entry *Blue Bayou II*, which had beaten *Kolius* the day before, and *Flyer*, mainly because everyone knew their crew hadn't slept for two days.

After a clean start and an uneventful first lap, *Kolius* simply began motoring away. *Whale*, the best upwind boat of the four, was almost a minute ahead of *Flyer* at the second weather mark. *Blue Bayou II* was another minute back; *Hi-Tech* — which in retrospect wasn't prepared enough for the race to justify the \$20,000 entry fee — was almost half a leg behind. But *Flyer*, the best downwind craft, was gaining on each leeward leg, despite using their smaller (650 square foot) asymmetrical spinnaker. In the increasing breeze, now up to 18 knots, the crowd knew that *Flyer* — with nothing left to lose — would press their already wounded rig on the last leg by flying their giant kite (965 sq. ft.).

As *Kolius*, on the starboard tack layline, closed in on the weather mark for the last time, *Whale's* running backstay suddenly parted at the mast. Not only did the mast start to "wow" out of the boat, but the starboard rack that supported the 7 to 10 man crew (depending on the wind strength) gave way. Two *Whalers* hit the drink, causing the tippy boat to capsize less than three lengths from the mark. The crowd, smelling blood,





# GOING FOR THE GREEN

went wild. As *Flyer* approached the mess and the mark, they were trying for all their worth to get above the *Whale* so they wouldn't have to tack around them. They had no idea that Kolius' team would right the boat and be back in the race in less than 30



These two guys went for a swim . . .

seconds.

Mike Hobson and his *Flyer* team almost passed the Connecticut contingent by the time Kolius' men — which actually included a woman, the only one in the regatta — had sorted things out and sheeted back in. *Whale* and *Flyer* rounded the mark overlapped and headed for the downwind finish, two miles away. Hobson had called for the big chute,

. . . when 'Flyer' blew out her rig in the last 'elimination' race.



## The Ultimate Yacht Race Results

Position	Team Name	Helmsman	Home Port	Cumulative Money
<b>Ultimate 30 Division</b>				
1	Team Connecticut	John Kolius	Darien, CT	\$73,000.00
2	Sauer Industries/Flyer	Mike Hobson	Annapolis, MD	\$ 5,000.00
3	Blue Bayou II	Fred Soward	Corpus Christi, TX	\$ 5,000.00
4	Team Heinemann	John Heinemann	Mystic, CT	-----
<b>J/24 Division</b>				
1	Team Timberland	Ken Read	Newport, RI	\$41,600.00
2	Pequod Marine	Jack Slattery	Boston, MA	\$17,500.00
3	PPG/IMI Racing Team	Ed Baird	St. Petersburg, FL	\$11,900.00
4	Team Danko	Jim Brady	Clearwater, FL	\$ 1,000.00
5	Great White North	Tawaststjerna	Toronto, Canada	-----
6	Janet's Diamond	Mark Hulings	Corpus Christi, TX	-----
7	Team Australia	Ian Bashford	Sydney, Australia	-----
<b>Hobie 21 Division</b>				
1	Hood Sails	Carlton Tucker	Ft. Walton, FL	\$ 3,500.00
2	Fostets Australia	Brett Dryland	Perth, W. Australia	\$ 1,850.00
3	Sails By Smyth	Randy Smyth	Huntington Beach, CA	\$ 1,325.00
4	Hobie Sunglass I	Hobie Alter, Jr.	Capistrano Beach, CA	\$ 618.75
5	Eddington Bros.	Rick Eddington	Corpus Christi, TX	\$ 495.00
6	Poche Beach Racing Team	Wayne Schafer	Capistrano Beach, CA	\$ 412.50
7	S.F. Speed Sailors	Alan Egusa	Hawthorne, CA	\$ 330.00
8	Team Torgan	David Sweeney	Toronto, Canada	\$ 247.50
9	Mariah Sail Sports I	Carl Roberts	Brighton, MI	\$ 206.25
DNF	Hobie Sunglass II	Jeff Alter	Capistrano Beach, CA	\$ 165.00

and was probably now wishing for the smaller, more manageable one. But they were committed, and in fact passed *Whale* within a few boatlengths and sped on down the course toward the mid-leg gate.

Both boats gybed almost simultaneously, with *Flyer* sailing a lower, faster

course. Too low, as it turned out. She had understood the gate and had no chance to make it up to the layline without dousing the huge kite. Their 10-boatlength lead on Kolius quickly evaporated; *Whale* planed through the gate for the last time, three boatlengths ahead.

*Flyer* quickly rehoisted their jumbo kite and took off on port, while *Whale* had taken the opportunity to hit the right side of the course on starboard. With half a mile left, both boats gybed and converged from opposite sides of the course for the finish line. It was impossible to tell who would sail away with the biggest sailing purse ever up for grabs in this country.

At the line, three ticks of the second hand told the story: Kolius and his *Team Connecticut* gang had pulled it off. "There is no second" is an overused sailing maxim, but it really rings home when you miss \$43,000 by less than half a boatlength while travelling at more than 18 knots. To their credit, the obviously dejected *Flyer* crew all rose and gave their opponents a loud round of cheers.

That was it: great sailing, lots of fun, lots of partying, and lots of money. The Ultimate show arrives in San Francisco next, with sailing starting on July 21. Check it out.

— jim taylor

Ed. note — Taylor's yachting consulting company, Taylor and Associates, organized and ran the on-the-water part of the Ultimate Yacht Race.



# Performance.



LATITUDE/JOHN R

The Express 37 FOGHEAD was First in Class in the CYC Midwinters, the Big Daddy and the St. Francis Invitationals, and runner-up at Stone Cup.

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To help your performance, Norman Davant from Sobstad Marina Del Rey has joined Sobstad San Francisco. He skippered SORCERY to First in Class in the '86 Kenwood Cup and PRIMA to First Overall in the '87 Puerto Vallarta Race. Norman was a member of

Sobstad's sail design team in Australia for America's Cup winner STARS & STRIPES.

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# LIVING ON

Whenever somebody asks us questions, like "What's your favorite type of article to do?" the annual Delta stories are among the first to pop to mind. They are an office favorite because one or more of us get to go there with the express purpose of discovery and rediscovery.

However, if that same person asks about our *least* favorite article, the Delta once again comes to mind. Why? Simple: When we're up in the Delta, we feel a lot like kicking back, and not much like working.

Such dichotomy is not surprising. Almost everything about the Delta is a paradox.

ple we have met are courteous, helpful and friendly to a fault. Now that the gold is gone from the "banks of the Sacramento," they are the real treasure of the Delta.

*Time* — Simply put, it stopped in the Delta about 1950. You won't see any golden arches between Vallejo and Stockton, but you'll find plenty of personable little diners. No mega-marinas with satellite TV hookups, but plenty of quiet and private sloughs (or crowded and boisterous ones, if that's what

headwaters of the Nile, the Delta was once a giant floodplain where a jillion tons of rich sediment were deposited every year. Five rivers feed the headwaters of our Delta.

Not much further notice was taken of the place again until — what else — the Gold Rush of '49. After that, a few people stayed on, and began to try to tap the rich soil deposits without getting flooded away every year. Levees seemed to be the best answer, and with the completion of the transcontinental railway in 1869, Chinese laborers came in droves to build them. By 1930, the reclamation process was complete. Nearly



Consider:

*Weather* — When it's blowing 30 under the Golden Gate, the spray is flying and everybody is so soaked and freezing that the iced-down beer tastes warm, in the Delta it is hot. In fact, it is usually too hot to wear anything but minimal clothing and maximum sunblock. And the reason beer tastes warm there is that the damn ice has melted — again.

*People* — Perhaps the best illustration of what the "real" Delta folks are all about is that many of them have never been to San Francisco. Not interested, thanks anyway. They are mostly farmers or ex-farmers who hunt and fish for pleasure. They wear hats that tout "John Deere" tractors, or announce "It takes STUDS to build a house." As boaters, they can discourse upon the best bass or ski boat for hours, but when it comes to sailing, well . . . During an open house at Rio Vista one year, we overheard someone admiring the state tallship *Californian* ask, "Nice ship. What are them pole things for?"

Really. But kidding aside, the Delta peo-

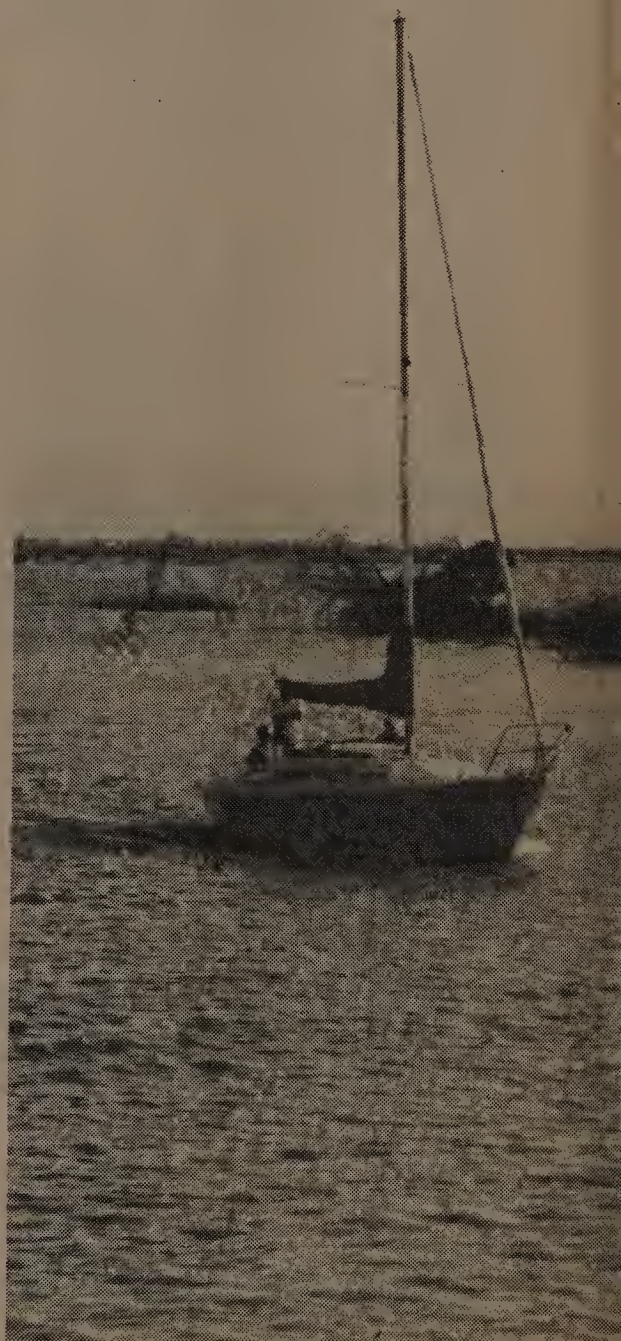
The corps of engineers get their rocks off along the Sacramento.

you like) to anchor in. And little high-energy, damn the torpedos sailing. Just warm, relaxing daysails and peaceful nights with the crickets chirping. It never ceases to amaze us how restorative a few days in Delta Mode can be to the spirit. As Bob Walters put it in his 1983 book, *Delta*, "It is a worthy sabbatical."

There are other paradoxes, some less innocent, worth noting. But first, a brief retrospective and a few observations on the upcoming Delta summer.

The first white men to set eyes on the Delta were Pedro Fages and Fray Juan Crespi, two Spanish explorers who glimpsed the vast, fertile region from atop Mt. Diablo in 1772. Ever since (actually before, if you count the indians), Mt. Diablo has been the most prominent landmark for Delta boaters.

Back then, the Delta was a delta. Like its famous and much larger counterpart at the





3/4 million acres had been worked over, forming 55 manmade islands and more than 45 sloughs for a total of 1,000 miles (!) of waterways. Since their dredgings built the levees, almost all the waterways were now deep enough for both commercial shipping and recreational boats.

The farming continues. The Delta region is famous for potatoes, Bartlett pears, corn, rice and sugar beets, among other things. As of a few years ago, the region produced

Pulling into Bruno's Island at day's end.

about a quarter of the nation's asparagus crop. Outgrowing them all, though, is the Delta's most famous volunteer, the tule. This willowy bulrush grows *everywhere* it can find the minutest bit of sod, like the tops of old pilings and, on the berms, simply clumps of old tules. Incidentally, most of the old pilings that dot the banks by the million are all that remain of the old paddlewheeler stops. The steamboats themselves? Well, if you look closely, you'll notice that many of the tule berms sport boatlike shapes, complete with rotting planks.

Among famous past residents of the area



Delta pixies Angela (left) and Lori.



are Earl Stanley Gardner (creator of Perry Mason), Mark Twain, and Jack London. More recently, a favorite local rumor has it that the "original party animal" was born on Spuds Island. How did you think Spuds MacKenzie got his name?

That's the history lesson this time around. You'll be tested later.

**T**he best time to go to the Delta is now, June. If you wait until August or September, it may be too hot to really enjoy. Fall is another wonderful time there. With the kids back in school, it's much less crowded, and a good morning tule fog can be worth the price of admission alone.

At this point, you might be saying to yourself, "Yeah, let's go!" and thinking of an itinerary. That's how we used to be, too. Then we started actually going to the Delta and realized after a few years that an itinerary is more of an impediment than a help. If you've been to the Delta, you probably already know where you want to explore this year. If you haven't, we offer the following suggestions.

First, if you want to sail to the Delta, you should wait for the afternoon breeze and make your first stop in one of the "gateway" cities: Carquinez, Benicia, Glen Cove, Martinez, Antioch or Pittsburg. All have marinas.



# LIVING ON

Benicia is the newest of these, Glen Cove is probably the smallest but most worth the stop if you've never been there before. (Our



Delta destroyer on the prowl.

last word late in May was that all these marinas were 100 percent operational after the big oil spill in April.)

Anyway, spend the night there, and the next morning, sail or motor up to Rio Vista. (Sailing all over the Delta is a wonderful thought, but the reality is that there's often not much wind in the morning, and it usually blows like hell in the late afternoon. Also, some of the smaller sloughs are winding, narrow and surrounded by wind-cheating trees and levees. In other words, Delta sailing can be great, but don't go there without a good motor and a full tank.) Check in at the large marina there for a shower and slip for the day at a moderate charge — if it ain't free in the Delta, it is most reasonable — and check the place out.

There's plenty to see and do in and around Rio town, including boardsailing. If the only thing holding you back from trying this craze of the '80s is the freezing water, you got no further excuses once you get to Rio Vista. Check out Windcraft Sailing Center, run by Glenn Giovannoni and Vic Swanson (on Front Street just west of the bridge). They offer sales, service, lessons and rentals, as well as one of the largest selections of sailboards and supplies we've seen anywhere. And best of all, says Vic, "Up here, you don't need a wetsuit."

If you haven't done so already (tsk, tsk), get your supply of charts and guidebooks in Rio Vista. The aforementioned *Delta* by Bob Walters is good, as is anything by Hal Schell — especially his great little \$2 map/chart,

which is available almost everywhere up there. Once you pour over that stuff, you're sure to find the most appealing destination. Here's a quick and dirty look at some of our favorite stops:

*Mayberry Cut* — This little slice out of Donlan Island (just east of Antioch on the San Joaquin) was the site of our junior editor's first ever anchorage on the Delta and remains a favorite. Anchoring is a bit tricky as the current is always flowing, but it's quiet and secluded until the waterskiers start their strafing runs in the morning.

*Potato Slough Anchorage* — a protected anchorage also right off the San Joaquin a couple miles northeast of Frank's Tract. Good holding ground of typical Delta mud/clay for your stern anchor, with plenty of trees for a bowline — a typical Delta mooring method. Once anchored, you can

jump in your dinghy and zip around the corner to Moore's Riverboat for dinner. But don't stay too late. The wind can kick up and Potato ain't so easy to find in the dark, especially if you've had a few.

*The Meadows* — Even for the Delta, this is out in the boonies. Or at least it used to be one of the prettiest and most secluded anchorages. One of the reasons is that it can only be reached by meandering up the Mokelumne nearly to Snodgrass Slough. We haven't been there in a couple years, though, and a liveaboard couple told us they finally moved out because the Meadows has become "crowded and trashy." We'd appreciate confirmation or — hopefully — denial from anyone who goes there.

You can get anything you want — for sailboards, anyway — at Glenn (left) and Vic's Windcraft store in Rio Vista.





*Disappointment Slough* — Despite its name (bestowed because folks still mistake it for the San Joaquin), Disappointment is one of the more interesting sloughs. Some 25 islands of varying sizes and consistencies dot its two-mile length, affording lots of good places to nudge your boat in for the night — or the week!

*Mandeville Tip* — Just up from Potato Slough, the anchorage at the Tip is big and popular, with more boats packing in than you thought possible for the Fourth of July fireworks show. Don't go there if you're looking for solitude.

*Steamboat Slough* — Steamboat offers both nice places to stop, and one of the prettiest sloughs for cruising down (although our personal favorite for meandering is Georgianna Slough). One of the few structures to rival the natural beauty of the Delta



If you have a spare \$1.5 million laying around, this could all be yours.

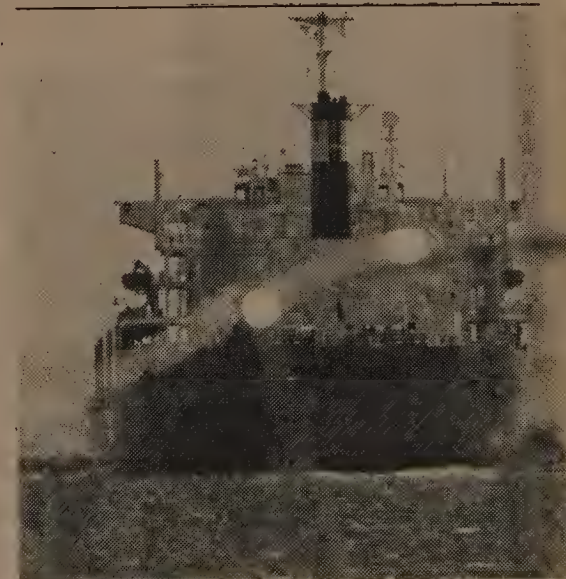
— the Grand Island Mansion — is also on Steamboat. It's usually open to public tours on the weekends. Early last month, we noticed it was for sale. If you have a spare \$1.5 million, it would make a cozy weekend getaway, complete with boat dock out front.

How long should you allot for a Delta trip? That's up to you. A three-day weekend is minimal. Five or six days is ideal. Speaking for ourselves, if we're gone much longer than 10 days, we start to crave Big Macs and TV remotes. However, to each his own. We know of people who've spent a month up there. One couple we met cruised up there from Santa Cruz three years ago and haven't left yet! Incidentally, if you're part of an organized fleet, a group cruise to the Delta is a great way to go for a first-timer. Chances are your fellow cruisers will have been that way before and know the best places to go.

As for what to bring, start making lists now, even if you can't get away until next year. Our list grows every year and the only reason we don't buy a bigger boat to carry all the junk is that we lose the list and forget about half the stuff every time. The most important item not to forget is sunscreen. And get the strong stuff. In 25 years of sailing, we've cruised and raced in Hawaii, Mexico, the Med, and the Caribbean and we've

never been more sunburned than a few years ago on a three-day weekend in the Delta. Blister City, and it hurt like yo mama. If you're one of the health holdouts who still believe tans are rad, at least bring a good tanning cream. Either way, bring lots of Solarcaine, too.

Along the same lines, a cockpit awning is mandatory if you're planning on spending much time in it. The sun in the Delta is as merciless as Rambo in a firefight.



One of the reasons it's not a good idea to go boating at night on the Delta.

Bring or buy one of those little airhorns and a replacement canister. You'll need it to pass the many picturesque opening bridges



# LIVING ON



The watertower marks the spot — the Ryde Hotel, just below Walnut Grove on the Sacramento.

along the way. Three blasts is the accepted opening request, but remember that most bridges operate only during daylight hours.

In addition to food and refreshment — easy stuff, you're not going to feel like spending much time cooking in a hot galley — lay in a good supply of ice. Both food and ice are available all over in the Delta, but there's times we would have killed for a cold drink — even a, gag, Dr. Pepper — when our rinky dink "icebox" fried our supply in one day. Other nice-to-have items: good sunglasses, bug repellent and/or bug screens, and a red pen. With this item, immediately go over your charts and mark all the fixed — non-opening — bridges. You'll be glad you did later.

The nice thing about taking your boat up to the Delta for vacation — as opposed to flying somewhere else and renting a room — is that you can use all the money you save to sample some of the excellent and interesting local eateries. It's beyond us how these places survive from year to year when they do 75 percent of their annual business from June till September, but some have become as much a part of the Delta as crawdads and catfish. Some stalwarts and a few newer places:

*Giustis* — (On the Mokelumne) Great Italian food, great view, a great big dock for visiting boats — and satellite TV.

*Foster's Bighorn* (Rio Vista) — Worth the stop even if you love animals. To, ahem, "show poople what the world's animals looked like," big game hunter Bill Foster shot and had mounted the trophy heads of more than 300 animals of all sizes and descriptions in this restaurant. It sounds gross, but in fact

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is a fascinating place to visit, even if they didn't have a bar and restaurant there.

*Moore's Riverboat* (on the Mokelumne, near its juncture to the San Joaquin) — Moore's is just what it says, an authentic sternwheeler potato boat converted to one of the most unique restaurants anywhere. Especially when you walk into the bar part and see all the womens' panties hanging from the overhead deckbeams.

*Al the Wop's* (downtown Locke) — The Delta carnivore's delight, Al's Place (as it is properly called) still serves up some mean steaks, which aside from hamburgers are the only entree on the menu. Every order comes with cheese toast, onto which the regulars glop marmalade and/or peanut butter. Hmmm. This famous bar/restaurant is also worth a visit even if you're a vegetarian, for the high ceiling is littered with hundreds of dollar bills. It will cost you one to see how they get there.

*The Point Restaurant* (Rio Vista Marina) — Superb lunches and dinners with a view of the Sacramento River, all within a few

minutes walk from any guest slip.

*New places* — Well, new to us. We haven't tried these ones yet, but they come highly recommended by locals: The Levee Café in Isleton; Rogelio's (Mexican and Chinese food), also in Isleton; and the China Palace in Locke. Let us know about any of your particular favorites.

For the more adventurous eater, the Delta offers a great variety of fresh fish. By May, the sturgeon were running like mad. A guy caught an 80-pounder right off the boathouse in Locke. The catfish are always biting, and during certain parts of the season, the salmon come through on their way to the spawning grounds. For some reason, though, the striper (striped bass) fishing was spotty, and the only ones making any real catches were the real fishermen.

Crawdads can also be caught ridiculously

One-handed wave-ripping off Rio Vista. In May, you do need a wetsuit.





easily, or so we're told. A wire or plastic trap will run you about \$25, but for bait, John Nutt at the Locke Boathouse says "just buy the cheapest can of dog food you can find." You punch a few holes in the can, put it in the cage, plop it over the side for the night (moving water is best) and haul in your catch the next morning. A dozen or 15 of the little critters is normal, but one such overnight trap on the main river recently yeilded 48! Crawdads cook up much like lobster, and anyone up there will give you his favorite recipe for the asking. Incidentally, you do need a current fishing license to legally take both fish and crawdads.

Enough about eating. Well, almost. One other place definitely worthy of mention for both eating and an overnight stay is the Ryde Hotel. For some reason, the owners have renamed this Delta landmark the Grand Island Inn, but have wisely elected to keep "Ryde Hotel" on the water tower and old sign out front.



From the look of the place inside (1950s motif once again) and out, they could justifiably have renamed it "Hotel California." We must admit we've never stayed the night, but the place beckons us to do just that every time we pass by. In fact, dinner, dancing and maybe even a room for the night is about the most romantic interlude our wife can imagine on a Delta trip. And we can hardly blame her. One look inside and you don't feel much like roughing it for the rest of the day. There is free dockage — first come, first served — for the boats of overnight guests. And we know we said forget itineraries, but reservations aren't a bad idea in the summer.

Besides eating, swimming, exploring, discovering and relaxing — let's see, does that about cover it so far? — one more activity you're likely to add is running aground. You've doubtless heard the saying "If you haven't run aground on the Delta, you're a lying scumbag" — or words to that effect. Well, take it from us, it's true. We can't recall a single trip when we didn't touch down at least once. Fortunately, the Delta mud is soft and forgiving, like our wife before we married her, and usually the only damage done is to the skipper's pride. For the kids, like the old song says, "It's a treat to beat your feet in the Mississippi mud."

In past years, we have traditionally ended our Delta pieces on an "up" note. This year, though, we will bow to the paradox of the place with a more than slightly disturbing observation: The Delta is changing.

It does not appear to be huge, radical or swift, but something is afoot there that has been absent in the past. It's apparent in the modern bolstering up of levees on the Sacramento. You can hear it in the comments of locals that "Al's isn't what it used to be" (though our steak measured up). Or in the boardsailors' lament that water access is limited and primitive. "As usual, the local officials are a couple years behind in working on water access," said one.

Another big change and concern is the recent closure of the Mare Island Coast Guard Station due to budget cutbacks. This one hit close to home for Delta boaters. Last year Mare Island assisted 772 people in the Delta/San Pablo Bay area, and saved 15 lives. The next closest station is Yerba Buena, so don't get in any trouble you can't get yourself out of. And lend a hand to those



John Nutt at the Boathouse in Locke. He and wife Mary sailed up from Santa Cruz three years ago and haven't left yet.

who could use it.

Then there are the RVs. While manageable numbers of boaters vacation in the Delta, the place has become a major breeding ground for land yachts. Winnebagos lumber the narrow levee roads like migrating mastadons, and we saw some bicyclers literally blown off the road by one. Take heed if you're pedaling or walking. On the water, as always, the major threat to your boat's physical well being are the "Delta destroyers," the rented houseboats. As one local put it, "What do you expect when you give these guys 15 minutes of instruction and turn them loose?"

There are now speed restricted areas on the Delta — Georgianna Slough is one. Like other "improvements," this one has both good and bad implications. The no-wake, no-skiing rule is nice for leisurely explorers, and it's great for controlling bank erosion. But it feels weird to have new rules becoming more prevalent on the Delta.

In fact, it feels decidedly odd to imagine the Delta if the 1980s ever caught up to it. The foothold in reality of such places as Locke is as tenuous as an old parent with a heart condition. Every time the phone rings, a shiver of fear goes through that it may be the call. One day, and we fear it can't be too far in the future, the bell will toll for Locke.

So we'll have to end this year's preview with a tone more of urgency than invitation. If you've never been to the Delta, go. If you have, go again. You may not have many more chances to experience the real magic of the place.



# SINGLEHANDED

Man is a social animal. Yet in the lives of all men and women are challenges that must be met on an individual level or not at all. That's why some people free-climb up a sheer rock face; why some swim the English Channel or run the Boston Marathon. That's why 17 sailors have signed up to cross the starting line off the Golden Gate YC on June 25 and sail alone to Hawaii.

Like their predecessors, participants in this sixth annual race come from all walks of life. At first glance, they have little in common save for their preference for shorthanding, and their immediate future: 10 to 20 days of mostly downwind sailing, all the while trying to maintain a sane balance between conservatism and the desire to drive the boat for all it's worth.

This year, the gamut of personalities runs from a Metcalf farmer to a Chilean surgeon. There are several real estate people racing while







# TRANSPAC PREVIEW

the market slumps. A couple of competitors make their livings in the computer field. Three or four work in the boating field. One is a former Army Sergeant Major whose retirement date came and went during the 1982 Singlehanded TransPac.

The boats range from a 26-ft International Folkboat, the smallest 1988 competitor, to the largest, an ultralight missile Santa Cruz 50. In between is as diverse a group as their owners: An old IOR one-tonner, a liveaboard Crealock 37, three Olson 30s, and a Columbia 8.7 for which this will be the fourth singlehanded crossing. Only the course remains constant: San Francisco Bay to Hanalei Bay, Kauai — 2,120 official miles. It will take most participants between two and three weeks to complete.

For most, however, this journey started months or even years ago, on other boats in other times. As you'll read, there are competitors here who have wanted to do this race — or at least one like it — before there even was a Singlehanded TransPac.

**T**he first Singlehanded TransPac 10 years ago was as much a publicity stunt as an organized race. In 1977, George Sigler, a safety equipment dealer and born promoter, came up with the idea of the Singlehanded Farallones Race. Lots of people thought it was a bad idea, but a bunch of boats came, Bill Lee singlehanded the then-new *Merlin* to victory, and nobody died. "Next year, we're going to Hawaii," vowed George.

More moans, more doomsaying, but the next year 31 boats hit the line and headed out the Gate for Kauai. Twenty-two made it within the 21-day time limit. In what some considered at the time to be the "strongest Pacific high in 50 years," Norton Smith sailed *Solitaire*, his Santa Cruz 27, to a monohull record that stands to this day — 13 days, 2½ hours. Once again, nobody died and no boats were lost.

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An avid singlehander, Paul Steinert heads 'Quatro Equis' out the Gate during last month's Jr. Waterhouse Race.

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# SINGLEHANDED

The 1980 race — the event runs on even numbered years — saw the race's largest fleet to date: 38 starters, 31 finishers. It also



featured two of its most famous participants: actor Hal Holbrook and Dan Byrne. Byrne gained notoriety in the sailing world a few years later by sailing the same boat, a Valiant 40 named *Fantasy*, in the first BOC Singlehanded 'Round the World Race. It was also the first year a woman competed. And by her participation, 21-year-old Amy Boyer set a couple more milestones: she is the youngest competitor to do the race, and her boat, a Wilderness 21, is the smallest. The '82, '84 and '86 races all held their special surprises, most centered around the capricious wanderings of the Pacific High. Still, everyone survived their personal and collective adventures in good health, and most in good spirits. In fact, despite its initial detractors, the Singlehanded TransPac has developed an enviable safety record.

A paradox of the 1986 race is worthy of special note. While almost half the 16-boat fleet were becalmed in mid-ocean for the better part of a week, the four-boat multihull division and winning monohull flew to Kauai, with both the first and second boat breaking the old multihull record. The new multihull — and overall — Singlehanded TransPac record is 10 days, 10 hours, 4 minutes, set by Ian Johnston on the trimaran *Bullfrog Sunblock*. Ian and sailing partner Cathy Johnston shipped the boat from Australia to do the race, which also gives them the distinction of being the event's most distant entry.

The challenges of long-distance singlehanded sailing are manyfold. In fact, in many ways the actual sailing is only a small cog in

'Tainui' — a new rig means more horsepower for the cat that flies.

the wheel. Others are navigation, food and its preparation, self-steering, and perhaps the most important consideration — sleep. Think about it. If you're sailing 24 hours a day, presumably trying to get the most from the boat without breaking it or yourself, when and for how long do you sleep? The answer isn't easy. It depends on the wind; how well the boat steers with vane or autopilot; how many hours of sleep the skipper needs a day; and so on. In the end, say veterans, each person adapts his own rhythm to his own boat within three days — "and if the boat needs you, she'll let you know."

Strategies are harder, simply because there is no best one. Those who try to plan the best course pay close attention to the Pacific High. In the big picture, the Pacific High is the phenomenon that fuels San Francisco Bay's famous summer wind machine. But out there, in the belly of the beast, there is no wind. Since rhumb line — the shortest distance between two points, right? — often goes right through the middle of it, the real players usually do not go rhumb.

Instead, to sail the least amount of miles with the most wind, the "ideal" Hawaii route is often a lazy "S" curve: go south out of the Bay, skim the edge of the high in mid-ocean, then work gently north into Hawaii. The 1020 millibar line is considered by many to be the "slot."

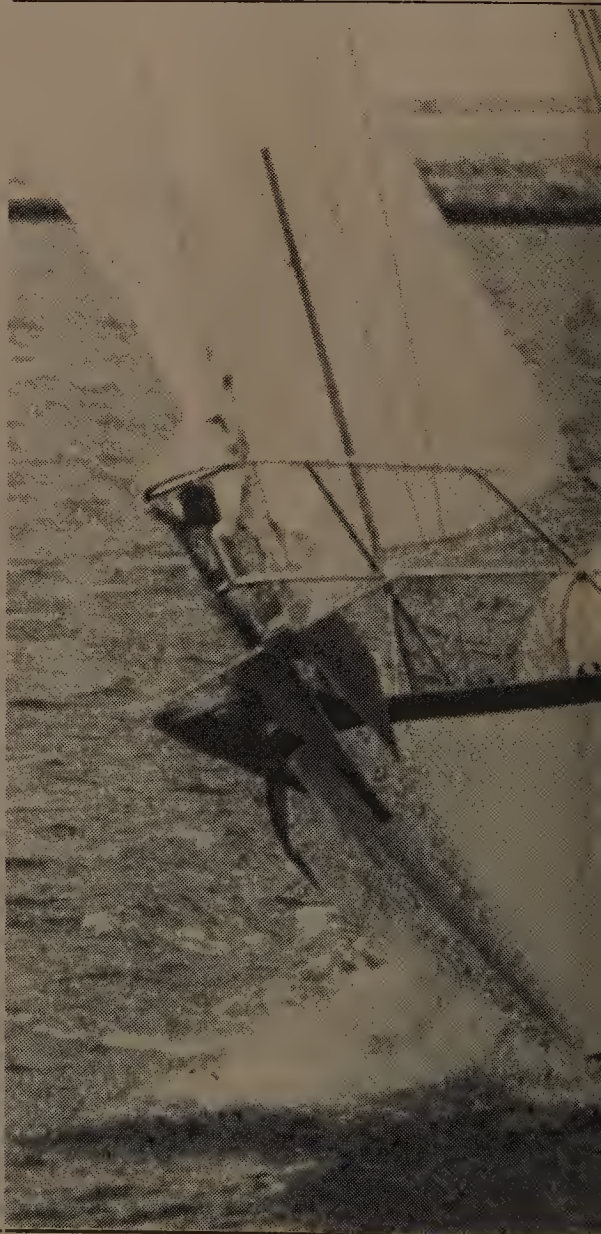
But in 1986, the racers that did the "right" thing were those becalmed for four days. The boats that did everything wrong — went

the closest to rhumbline — finished two days before anybody else. So much for strategy.

There are two small but important changes in procedure for this year's race, both of which are geared toward generating future interest.

The first is that the 1988 Singlehanded TransPac fleet will almost all be docked at the St. Francis YC docks the week before the race. The public is invited — and encouraged — to come down, check out the boats and talk to the skippers. It may not sound like much to read about, but an unbelievable amount of preparation goes into these boats, as well as a long list of required safety gear. The only way you can really appreciate it is to see it.

And don't be put off by the notion that the skippers are reclusive, introverted, omnis-





# TRANSPAC PREVIEW

ALL PHOTOS LATITUDE/JR EXCEPT AS NOTED

cient fanatics. Hey, six of the original 22 finishers in the 1978 race had been sailing less than two years. Some in the 1988 crowd haven't been at it much longer. For the most part, these are people just like you or us, with jobs, families, dogs and car payments. The only difference between them and the rest of us is that they've turned at least one of their dreams into reality. In our book, that alone is worth a handshake and "Good luck."

The second change is a more subtle one. This year, propeller shafts will be sealed. That's sealed as in wrapping a little wire around it and sealing the wire with lead — you know, like they do on trucks. The reason for this is not to keep participants from using their iron wind illegally —

Barry Bristol's 'Coaster' at the start of the 1986 Singlehanded TransPac.

cheating would defeat the whole purpose for which most people do this race. Rather, it's to encourage more foreign competition in the future.

"We have been contacted by many foreign sailors interested in this race," says race committeeman Bob Counts, "but as soon as they learn we don't seal shafts — which is an accepted standard in world class singlehanded — they say 'not interested'."

The start of the race is at noon off the Golden Gate YC. If it is like starts in the past, only a small crowd made up of wives, girlfriends, family and other "support crew" will be on hand to watch. But to most of these guys, that doesn't matter. Nor does winning, if the truth be known. For most, it is the personal challenge that counts — the testing, the achieving, the fulfilling. Everything else is just icing on the cake.

— latitude 38 — jr

Here is a brief look at the 17 entrants to the Singlehanded TransPac. Unfortunately, photos were not available for all, but hey, we tried. The boats will be broken into three divisions: Multihulls (only one, Tainui, is going this year), and Monohull Divisions I (for big boats), and II (for small boats). At presstime, the exact breakdown of the monohull divisions had not been decided, but it will likely be arranged so the same number of boats race in each division. Handicaps are based on PHRF ratings.

## David Dennis Predator — Hawkfarm 28 Metcalf

Dave was born a farmer's son, and continues the family tradition on the same land in Maxwell where he grew up. But if he is one of those "at one with the land" types, he is equally at home on the water. He and wife Penny (his support crew for the race) have taken their own Catalina 22 around Baja, and bareboat chartered in Hawaii.

Predator is the same boat that Linda Newland sailed in the 1986 race. As such, it already sported most of the singlehanded amenities when Dave bought it a few months ago, including SSB, Loran, two autohelms, a Monitor vane, even an emergency rudder, which all competitors are required to have. And of course all the sails. Inventory includes three spinnakers and three headsails. This is a serious boat.

Dave is no less so. He went on a diet plan some months back that has helped him lose, so far, 50 pounds! He maintains the weight with an exercise regimen also designed to strengthen his cardiovascular fitness. Sailingwise, his most recent test under fire was the Singlehanded Farallones race. The wind brutalized competitors this year with gusts to 40 and big seas, but Predator stuck it out, becoming one of only 18 finishers out of 39 starters.

## Carl Nelson Cheers — Olson 30 Alameda

If Carl's performance on this race is any reflection of his singlehandeding over the last couple years, he may well be the man to





# SINGLEHANDED



beat. He took first to finish honors in the 1987 Single-handed Farallones Race on the MacGregor 65 *Zeus*, and on *Cheers*, he won last September's grueling Long-Pac race, which

acts as a qualifier for the Singlehanded TransPac.

*Cheers* can't help but be an asset to the effort — Olson 30s have owned their division in this race for the last two years running (Frank Dinsmore on *Francis Who?* in 1984; and Dan Newland on the same boat in 1986). If you put any stock in "karma," it may also bode well that Carl will be borrowing several of *Francis Who?*'s sails.)

Though he works at the family-owned Nelson boatyard, "This is my deal," says Carl. The bucks are out of his pocket and the work is on his time, down to building his own windvane. But he's enjoyed every minute of it. "I've learned so much about all aspects of setting up a boat that at this point it's been better than the trip." He considers it all valuable because he and wife intend to do an extended cruise someday.

## Bob Cranmer-Brown

*Roller Coaster* — Santa Cruz 50  
Los Altos

Bob harbors no illusions and pulls no punches when he talks about why he's chartering a Santa Cruz 50 for this race. "I'm going because I want to beat the record," says the commercial real estate broker. "I have no interest in corrected time."



With this race's biggest boat, and the biggest ULDB ever to participate, we'd be surprised if he didn't break both the 10-year-old monohull record and the two-year-old multihull/all-time mark — contingent of course on lots of wind, no breakdowns and whether insurance comes through as planned. "All I need to do is average 9 knots," he says.

To hear him talk might conjure images of Ted Turner, but Bob's sailing backs up the bravado. His latest (crewed) trans Pacific race was the 1986 Pacific Cup. He chartered, navigated and shared steering duties on *Merlin* for that one, setting a new Pacific Cup record despite the fact that the wheel fell off 500 miles out of Hawaii, the emergency tiller broke one day out, and they finished with wung-out headsails and the dinky emergency rudder.

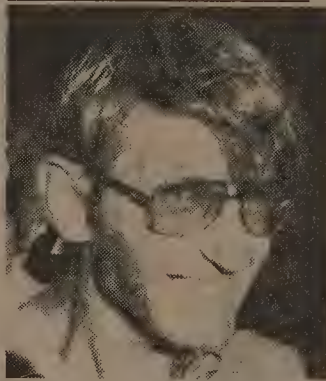
## Peter Hogg

*Tainui* — Newick 40  
Mill Valley

Peter is not only a returning veteran of the Singlehanded TransPac, he is a returning winner. He took first to finish in 1984 aboard *Tainui*, his Newick 40 catamaran. Trying for two in a row in 1986, *Tainui*'s maststep broke four days out and, says Peter, "I was cruising to Hawaii from then on."

For unrelated reasons, *Tainui* lost that mast anyway after her return to San Francisco. The replacement will mark the boat's fourth and most powerful rig. It's 12 feet higher than its predecessors, effectively doubling the mainsail area, which of course means new sails. As the only multihull in this year's race, *Tainui* shouldn't have much boat-for-boat competition once Peter hits the trades (except perhaps for *Roller Coaster*). But if Peter can keep the rig in the boat, he's got a good shot at bettering that 10½-day record set in 1986.

If *Tainui* sheds this stick, too, Peter will just kick back and wait for a tow. "With zero-tolerance in effect, I figure if I carry about a 100th of a gram of anything, I can call for a tow from mid-Pacific and they'll have to give me one!"



## Chuck Von Schalscha

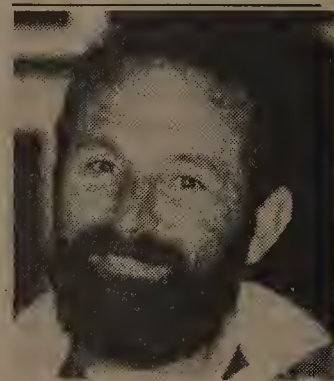
*Quest* — Olson 30  
Richmond

In the last five years or so, Chuck has really made a name for himself in sailboat

racing on the Bay. His begging-to-be-misspelled last name has certainly appeared on these pages enough times. Which all adds up to the fact that he's going to be tough to beat, both boat for boat and on corrected.

Chuck, who manages a hospital computer firm, started singlehanded a few years ago, "because it was easier than finding crew. I found I kind of liked it, and here I am."

Chuck's diet during the race will be a carbon copy of almost everyone else on the TransPac who doesn't have refrigeration: Lots of fruit juice, and dried or vacuum-packed foods like Retort or the new Top Shelf items. "But no beer," says Chuck. "I don't like warm beer."



## Bill Stange

*Intense* — Olson 30  
Port Townsend

The race within a race this year will definitely be between the three Olson 30s: Bill's *Intense*, Carl Nelson's *Cheers* and Chuck Von Schalscha's *Quest*. All are good sailors, and all plan to push their boats.

Bill, a flight attendant, is "intense" on pushing the hardest. Though spartan in the electronics department compared to his competitors, *Intense* will carry a complete inventory of sails, including three spinnakers — a .5 oz., .75 and 1.5. He also has going for him the experience of two previous Hawaii races, the 1976 Vic-Maui and the 1980 Pacific Cup. Safety-wise, Bill is prepared for anything with a drysuit, wet suit and immersion suit aboard.

Like most competitors, Bill does not have sponsorship. Also like most competitors, his main support crew is his lady, Lois Jasmer. Let's face it, it takes a pretty special woman (or man) to let the one they love sail 2,100 miles alone.

## Paul Steinert

*Quatro Equis* — Farr 1020  
Vallejo

One of the worst days in Paul Steinert's sailing career was when gear problems forced him to retire from the 1986 Singlehanded TransPac. He was nearly 1,000 miles — almost halfway — to Hawaii



when he had to turn back. With typical optimism, Paul says, "Well, I still got my two weeks' vacation."

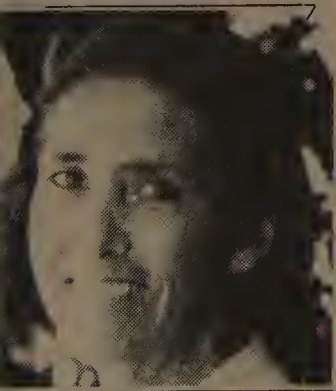
This time, Paul may be the most prepared of any racer. "My goal is to be completely ready by the end of May," says the marine engineer. "Last time, I literally went shopping for my food at 1 a.m. the night before the race. And I went off with a big sleep debt. This time, I plan to use the month of June to rest, plan and get my head together."

Paul is one of the participants in this race going for the win. To that end, he'll spend most of his waking hours hand-steering under spinnaker. Like most competitors, he'll douse the chute and run the boat under a wung-out headsail and autopilot when he sleeps.



**Lydia Bird**  
*Colibri* — Santa Cruz 27  
Costa Mesa

Lydia is one of three Southern Californians entered in the race. She is the only woman this time around, which makes her the fourth ever in race history. (The others were Amy Boyer in 1980, Linda Newland in 1982 and 1986 and Grace Sime-Hammett in 1984.)



COURTESY LYDIA BIRD

Lydia originally planned to charter a big monohull for the race, but when insurance could not be had, "It was either not go — and I have to say that this is something I've always wanted to

do — or take my fate in my own hands and go for it." She went for it, buying a 10-year-old Santa Cruz 27 only about five months ago. Preparation has been ongoing ever since.

Like the women before her, Lydia will be a serious contender. As an instructor at Orange Coast Sailing Center, she has had extensive offshore experience, including sails

to Hawaii and Alaska; the Santa Cruz 27 owns the monohull record; and Lydia feels that her gender may give her an advantage over the men. "I think women have more stamina than men. And in a race like this, strength is not so much an issue as stamina."

**Jack Morse**  
("I never name boats")  
— Dreadnought 32  
Alameda

Jack's boat is the only participant in this year's race that was built by its owner. "This is basically an old Hanna Tahiti ketch built of fiberglass," says Jack. "I rented the molds from a guy who got them when the company went out of business, and we built a very strong balsa-cored hull." The double-ender also sports the race's most unusual rig: a gaff ketch with three headsails. Depending on breeze, Jack plans to carry a minimum of five sails, and can get as many as seven or eight flying.

A former real estate man, Jack has finally retired to "free myself for the important things: sailing and golf." Though he's never raced before, and is not leaving anything behind to save weight — he's one of only two competitors who have refrigeration — he figures he has one distinct advantage over the competition. "It's my built-in clock," he says. "I've had two kidney operations, so I have to wake up every two hours."

**John Papp**  
(name unknown) — J/30  
Florida

John has become known as the Clark Kent of this year's race. "Any time he needs information, he calls from a phone booth," says a race committeeman. Indeed, John is on the go so much — he may be doing his qualifier as this is being written, nobody knows for sure — that we were unable to talk with him directly. The following information is based on what he's told the race committee so far, which isn't much.

John's qualifier, whenever he does it before the May 31 deadline, will be the run between Ft. Lauderdale and Houston. From there, he'll truck the boat to the Bay Area. He'll compete in monohull Division I. From Hawaii, he'll head down under to meet his



wife, a native Australian.

That's about all we know about John at this writing, except that his physical preparation seems to consist of running — from phone booth to phone booth.

**Don Harris**  
*Painted Lady* — Olson 911S  
Los Angeles

This will be Don's third trip to Hawaii, but his first race. The other two times were low-pressure cruises with owners and crew. Curiously, though Don has spent half a lifetime on and



around boats — he's owned five boats, has a six-pack license, once built boats and now does deliveries and teaches sailing — until recently he's only been "an armchair singlehander."

"The great singlehandlers like Chichester and Slocum have always been my heroes," he says. "In a way, I've been building up to do this race for the last 20 years."

Don happened upon the name of his boat — one of the last Olson 911S's out of the molds at the now defunct Pacific Boats in Santa Cruz — by accident. "I just spotted it in the dictionary one day and the duality fit perfectly," he says. "One type of painted lady is a migratory butterfly. The other is this little whore that I've spent all my money on."

**Gary McLuen**  
*Sacred Dance* — Bristol 27  
Oakland

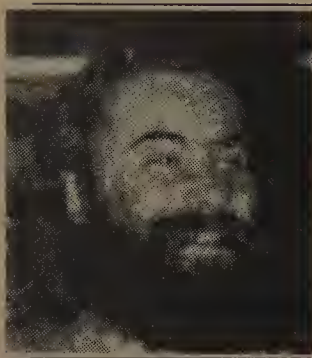
"Winning isn't the focus for me," says Gary, echoing the majority of participants in this (and most other) Singlehanded TransPacs. "I'm going mainly for the solitude and to see if I'd really enjoy the longer trips I plan to do one day."

On the other hand, he doesn't plan to purposely go slow, either. Like many others this year, Gary has been working out to keep himself in shape, and the boat is probably as optimized as it's ever been: a new bottom, several new sails and a lot of unnecessary gear removed to lighten it up.

Gary, a mechanical designer, will also pay close attention, via weather reports, to how the Pacific High is behaving. Otherwise, he'll just set up the Navik windvane — *Sacred Dance* is the only boat that will not have an



# SINGLEHANDED TRANSPAC PREVIEW



autopilot aboard — “and enjoy lots of home cooking and music. I like to sit on the back and play my saxophone.”

## Julio Magri

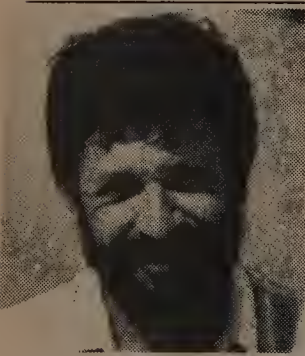
*Poem* — International Folkboat Chile

Julio has only been sailing since 1983, when he bought *Poem*, but these last five years have been quality ones. He has participated in most of the Singlehanded Sailing Society events, and rarely misses sailing his International 14 dinghy in West Coast 1-14 events.

In a turn of bad luck, *Poem* lost her mast during the Doublehanded Farallones Race in April. (Of course, when you realize that it could have happened in mid-Pacific, maybe it was good luck.) A new one is due to be stepped as this is being written in late May, and Julio, a Bay Area surgeon who grew up in Chile, hopes to complete his qualifier soon after.

Besides being the smallest boat in this year's race, *Poem* may also be the most self-sufficient.

Julio is thinking of leaving his Seagull outboard behind, relying on solar panels to charge his batteries, and oil cabin lamps and running lights (except near land).



## David Hamilton

*Grey Ghost* — Zaal 38 Santa Barbara

Dave may be the “purest” singlehander in this year's race. By that, we mean that he genuinely loves to be underway alone. He is also one of the more private individuals of this year's group, which is why you don't find his photo here.

In this case, the boat is very much an extension of Dave's passion for singlehanded. It is a Zaal 38, an aluminum, fractionally rigged sloop built in Holland and patterned after a boat designed expressly to do the Singlehanded Trans Atlantic Race. His prior boat, a custom, flush-deck Peterson 33

named *Restless*, was also built for singlehanded. He sailed it to Hawaii in the '82 Singlehanded TransPac.

Though Dave's main reason for doing this race is the pure enjoyment of it, he may well be a threat on corrected time. With the boat set up to sail herself, Dave can get rest when he needs it, trim for more speed when he feels like it, and just enjoy himself the rest of the time.

## Bob Carroll

*Joshua H* — Columbia 8.7 Greenbrae

A skiing accident started Bob on the road to singlehanded sailing. His first sail was on a \$400 wooden boat he bought in Redwood City. “It was blowing like hell and I was hobbling around the deck with this cast on my leg. The sail ripped, so I just tied it to the boom and kept going. I had no idea what I was doing.”

That was 20 years ago. Since then, Bob's skills and boats have improved considerably. In fact, his present boat, the Columbia 8.7 *Joshua H*, has done more Singlehanded TransPacs than any other. Under the ownership of Harold Upham, *Joshua H* participated in the 1978 and 1980 races, and took first in class in the '82 race.

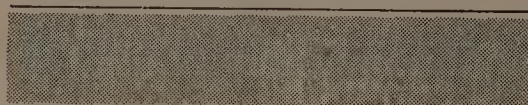
In the three years Bob has owned and sailed the boat, he's repaired or replaced almost everything, including a new mast and rigging. Like many participants, Bob considers these months of preparation “a wonderful experience,” in themselves, and gives credit to “a lot of goodhearted people for their advice and encouragement.”



## John “Robby” Robinson

*Rolling Stone* — Burns 35 Mill Valley

Robby is another returning veteran. He raced to second in class on a Hawkfarm in the 1982 race; an adventure he calls “my life's major event to date.” Interestingly, he took his retirement from the Army about 1,000 miles out during that race.



Robby is a “hands on” sailor. He prefers to do most of the work on his boat himself, and we're not talking about varnishing hatchboards. One of his latest jobs was completely rerigging

*Rolling Stone*. To keep him occupied during the race, *Stone*, (whose name may reflect that she was one of the last boats built at Stone Boat Yard) sports one of the largest sail inventories of any racer: three 150s, 110, staysail, main, storm jib, trysail and five spinnakers.

If Robby enjoys any advantage over the field this time around, it will be because he's done it before. “I'm not afraid of it,” he says. “But more important, I don't have any unrealistic expectations. I plan to sail the race one day at a time and not get hung up on what's down the line.”

## Barry Bristol

*Coaster* — Crealock 37 Seattle

This will be two in a row for Barry Bristol. He also sailed the 1986 race, unfortunately becoming one of the “gang of six” becalmed in mid-ocean for nearly a week. So he can't help but do better.

Barry lives aboard in Seattle, where he's a yacht broker. He claims he singlehands “to clear the mind and because there are no telephones to answer.” By the June 25 start, he ought to have a pretty clear mind: to tune up for the race, he's singlehanded down to San Francisco. And he'll singlehand back home from Hawaii.

Barry is one of the lucky ones who requires only three good hours of sleep a day. That could make him a real threat on corrected. At 16,000 pounds, *Coaster* is definitely one of the heavyweights. But the boat also sails to her rating by autohelm in all but the worst conditions, which allows her skipper to tweak the last 10th of a knot out.



KAY RUDIGER



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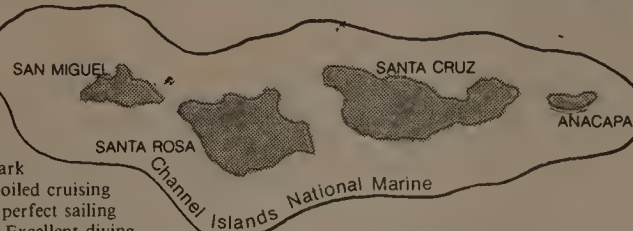


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RAIN?





# IN THE PACIFIC NORTHWEST?

No rain fell during the three weeks Jean and I sailed in the Pacific Northwest last year. Well, not much. There was one night of thundershowers while we were anchored in Sechart Inlet, and a twenty-minute deluge just as we arrived at Chatterbox Falls in Princess Louisa Inlet. Otherwise, the air was clear enough to see for a hundred miles. We weren't just lucky — we had finally learned, through several years of damp experience, why savvy Northwest sailors take *their* vacations in late summer.

Because this great cruising area is 800 Pacific Ocean miles to *weather* of San Francisco, we jet those miles in a couple of hours, then do the good part aboard bareboat charter yachts. Every charter trip is different.

We've been through the San Juans to Port Townsend and Victoria; cruised around the Gulf Islands and up the "Sunshine Coast" of British Columbia. This year we'll do Desolation Sound, Johnstone Strait and Queen Charlotte Sound. Someday, Alaska.

Last summer's cruise was on a Lord Nelson 41 cutter named *Kavenga* from Anacortes Yacht Charters. With her tanbark sails, sweeping sheer and long bowsprit, we thought she looked quite handsome. In every harbor, people came by to admire "our" yacht. We eventually came to accept their envious comments without admitting that *Kavenga* was merely rented.

Our good friends Stuart and Beverly came as shipmates for the first six days, then

another couple joined us for the rest of the way. *Kavenga's* itinerary through the San Juans and southern Gulf Islands was along a route which is ideal for a one-week charter.

We set out from Anacortes and turned north on Rosario Strait, bound for Sucia Island. There was a modest westerly breeze and a diminishing flood tide. Easy going. Sucia is a northern outrider of the San Juans, close to the Canadian boundary. Uninhabited and less than a mile across, it has been a boater's favorite for years. We found our way to anchor in a tiny bay, then had hot rum and tea while watching the sun slide behind the distant Olympic Mountains.



# RAIN?

"I can hear the silence," Jean said. "This is a perfect first-night anchorage." All agreed.

The next morning we hiked on a trail



That's no ordinary channel marker. This one marks the border of the U.S. and Canada.

through woods so dense it seemed as if we were in the middle of a deep forest rather than on a very small island. The woods end abruptly at the edge of high sandstone bluffs which eons of wind and waves have sculpted into surrealistic shapes. Legend has it that Sucia's caves once hid caches of smugglers' goods — stuff like opium, silk and whiskey. So we spent an hour peering into tidepools along the shore.

Sucia's accessible beauty was threatened with subdivision into summerhome properties until Northwest boaters, alarmed by visions of no-trespassing signs, formed an association which purchased the entire island, then deeded it to the state. Sucia is now a marine park and an ecological preserve for future sailors to enjoy.

Because Stuart and Beverly were to be with us for less than a week, we planned to cruise around to a few of the popular spots. Most popular is Roche Harbor on San Juan Island, only three hours sail from Sucia.

From a distance, Roche Harbor looks like a serene New England seaside town: white

wooden buildings with gabled roofs, a chapel and an old-fashioned store, all neatly arranged against evergreen hills. It's only an illusion of serenity, though, because this is a big-league resort where Northwesterners come to play.

The harbor was full of power and sailing boats moored to row upon row of buoys. Others were anchored out. Tied to the docks were still more boats, some quite impressive. One 70-foot motor vessel lay in the shadow of something bigger. Owners and charterers of lesser craft are welcome too, but moorage is not cheap — \$25 a night for dockspace, ten bucks to hang on a buoy. Anchoring is free, but kindly stay out of the seaplane zone. To be fair, the fees entitle a crew to the water taxi, swimming pool, tennis court and golf course. But you can walk around the beautifully landscaped grounds without expense unless you patronize the restaurant, cocktail terrace or souvenir shops.

Long before it became a resort, Roche Harbor was the company town of the Roche Harbor Lime & Cement Co. The lime kilns are still there, and so is much of the Victorian empire founded a century ago by John S. McMillin, a genuine tycoon. He quarried the hills behind his town and shipped the lime in his fleet. McMillin's lime went into the cement that rebuilt San Francisco after the earthquake of 1906.

It is usually a brisk sail across Boundary Passage to Bedwell Harbour in the Pender Islands but this time the wind petered out. *Kavenga* twirled around twice in a whirlpool before we gave up and started her engine. Even when it blows, the tides run so strongly here that underestimating the current can cause one to be swept away, never to return. It has happened to us. All the power of the moon and sun seems to be concentrated upon these waters: either the whole Pacific is trying to squeeze in through the passes between islands or the Gulf is trying to get out. A skipper must play the currents well — or be played with by them.

Bedwell Harbour is the most convenient customs entry port for yachts entering B.C. For some reason, potatoes on the hoof are vegetables *non grata*. Mash them or hash them, but don't import them raw into Canada.

More low-key than Roche Harbor, Bedwell features a nice family-run resort which takes good care of visitors. The grocery store carries two *really* essential

items: the Canadian Tide and Current Tables and a most useful set of strip charts — Gulf Islands Small Craft Chart 3310. Don't sail away without them.

Across the bay is Beaumont Marine Park,



ALL PHOTOS BY ROBERT W. JOHNSON



# IN THE PACIFIC NORTHWEST?

a preserve of forest and beach beneath the towering cliffs of South Pender Island. Beaumont is just one of many Provincial parks in the Gulf Islands, some accessible only by boat. They usually have mooring buoys,

dinghy docks, camping areas and walking trails. All are clean, uncrowded, and free of charge. A cruising crew which likes to hike or go beachcombing could do no better than to plan an itinerary from one B.C. Marine Park

to another.

An admitted frustration for Northwest



Above; Cruising the Pacific Northwest can be relaxing to body and soul. Left; The author with the essentials: a good boat, nice breeze and a cold Anchor Steam.

sailors is the often fitful wind. Summer northwesterlies have a supposedly predictable pattern: calm in the morning, increasing wind throughout the day, diminishing toward evening. Contrarily enough, we have found that a morning's breeze often dies by noon. Also, every island comes with an attached wind-shadow. So we've developed the attitude that we'll sail when we can and not complain excessively when we can't. Still, we chose the Lord Nelson partly because of its respectable 6-7 knot speed under power. On earlier trips we spent a lot of humdrum hours trying to make progress against muscular currents in yachts with feeble engines.

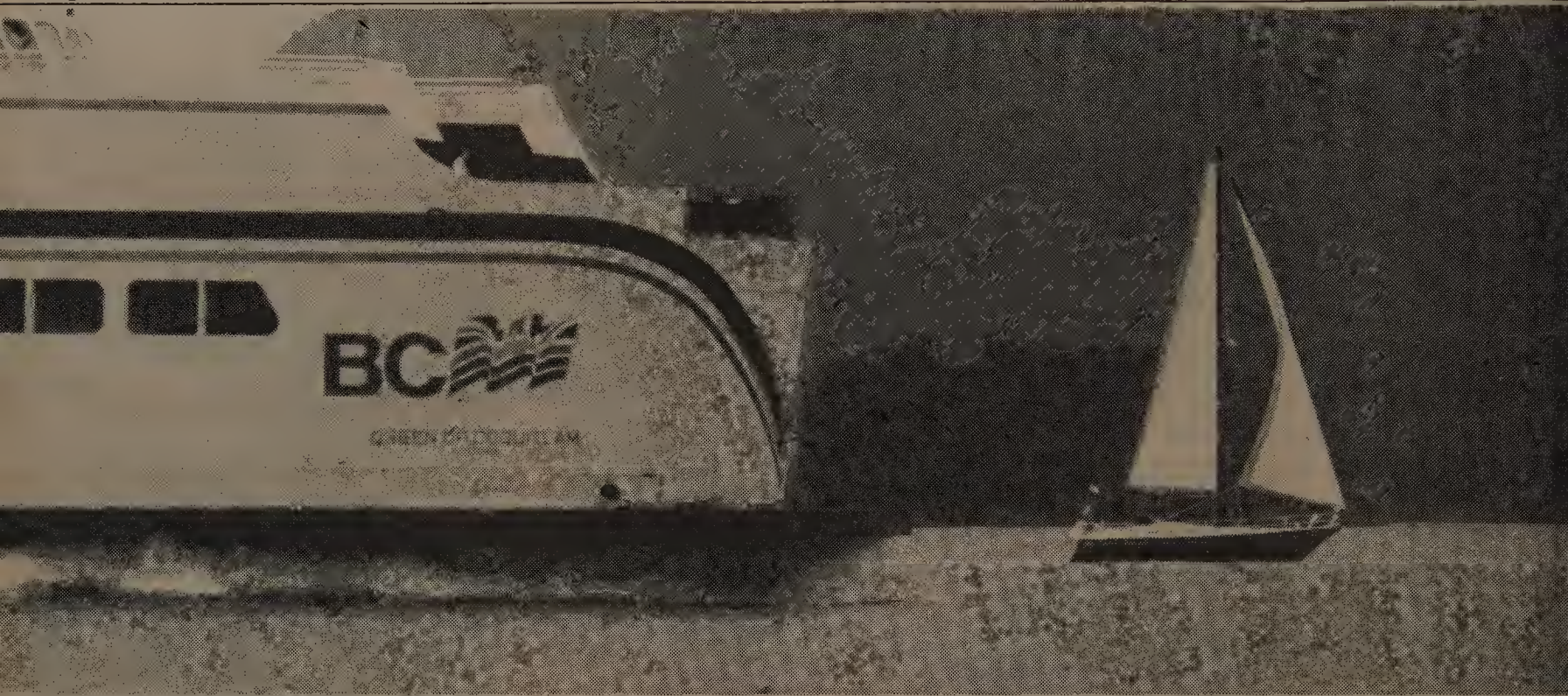
Our overall weather synopsis: Rotten in the spring, improving by the end of June. Good in July. Absolutely gorgeous in August and September. Days may be warm but mornings and evenings are always cool. It's nice if your boat has a heater. Rain resumes with a vengeance before October.

Enroute from Bedwell to Montague Harbour, we sailed *Kavenga* around some



# RAIN?

wooded islets and within an arm's-length of the granite walls of Saturna Island. To us, one of the real pleasures of inland cruising is to glide along and look for wonderful things



— perhaps a pair of nesting eagles feeding their young, or a heap of sea lions on a rock.

Sailing so close inshore need not be a perilous sport if the chart is carefully scrutinized and a lookout watches for kelp. Kelp is the cruiser's friend. It grows in summer where tidal currents are strong, streaming from nearly any rock which is covered by not more than 30 feet of water. To quote the B.C. Small Craft Guide: "It should be an invariable rule never to pass over kelp. In general, by keeping clear of kelp one keeps clear of danger, but this must not prevent attention to soundings as the rule sometimes fails." Amen.

The entrance to Montague Harbour curves between forested hills. We ran in wing-and-wing, swept rather audaciously through the anchored fleet, and dropped *Kavenga's* hook with some panache. Lying ahead of us was the Baltic ketch *Lene Marie* of San Francisco, just in from an eight-year, 100,000-mile voyage around the world. So much for our panache.

There is an extensive marine park at Montague, with mooring buoys and plenty of anchoring space. The Marina at Montague has a store and all the usual services. Kayaks and bicycles may be rented for exploration of this lovely harbor, park and island.

Late in the afternoon we became part of a Montague phenomenon — the daily pilgrimage of the faithful to the Hummingbird Pub. From all around the harbor, sailors in

The only predators Northern sailors really have to worry about are the ferries.

dinghies headed for the marina dock. *Kavenga's* crew joined them as they gathered on a nearby road. Presently, a funky red school bus lurched to a stop. All climbed aboard for a swinging rock and roll ride through the trees — to Fats Domino and "I Found my Thrill on Blueberry Hill". By the time the bus reached the Hummingbird, we passengers had become a chorus.

The pub and restaurant is in a remodeled old house in the woods. The conviviality of the bus ride continued in the bar. Sailors and locals mingled to laugh and tell lies. We had a couple of Molson's with the crew of *Lene Marie* and heard true tales of their crossing from Japan. Hummingbird owners George and Vera Harris are sailors themselves who used to operate a charter yacht in the Grenadines. Now they are on the way to success on Galiano Island because just about every yachtie who anchors in Montague takes their Pub Bus to the Hummingbird. For dinner we ordered a tureen of steamed local clams, then rolled down the hill to Fat's "You Rascal, You", and rowed out to *Kavenga*, happy.

On the morning breeze we crossed Trincomali Channel to Ganges Harbour on Saltspring Island. We were now in a mood

for some sort of urban environment. Besides, we were running short of cider.

There are three marinas and a Government dock at Ganges. Government docks are a beneficence for the yachtperson. Every waterfront community in B.C. has one. Their gangways are always painted red. They are gratis during the day and cheap overnight. Just read the sign on the dock, calculate the amount owed and deposit cash in a box. Nice government.

When we first cruised here a decade ago, Ganges was a blue-collar seaport where logging trucks rumbled down the main street. By 1987, the town had considerably gentrified itself with the addition of a boutique mall, art and craft shops, and a new street pattern which has banished trucks from "downtown". Still, the three main attractions for us are Mouat's Trading Company General Store, Glad's ice cream and the Government Liquor Store.

Mouat's has been the principal mercantile emporium of Ganges since 1907. Built in hodge-podge style on pilings at the edge of the harbor, Mouat's contains just about everything one might find in a Sears catalog and more: like a fishing-gear department, a tea room and an art gallery. The bookstore is definitely worth a browse.

On the way to the Government Liquor Store, a couple of blocks inland, is Glad's ice creamery. We voted to give our prestigious *Best of Cruise* award to their homemade



# IN THE PACIFIC NORTHWEST?

Fresh Ginger flavor, served in cones made of crisp waffles just off the waffle-cone iron. Worth the airfare and charter.

Alcoholic beverages to go are sold exclusively by the B.C. Government. Ganges is the only Gulf Island town with a Government Store within easy walking distance of a harbor. No Bud or Corona here; just Labatt's, Molson's and Moosehead. But the real reason to go to a Gov't Store is to acquire a few six packs of Canadian hard apple cider, which seems to be unavailable south of the border. The very best, to our taste, is Grower's Pale Extra Dry — the perfect sailing beverage. Health with a slight kick.

For their last night, we sailed Stuart and Beverly to nearby Prevost Island. Only a couple of miles long and a mile wide, Prevost is beautiful from every angle. Wooded fingers of land separate six distinctive harbors. A pair of resident harbor seals checked us out as we dropped anchor in Glenthorne Passage, a quintessentially perfect spot.

We positioned *Kavenga* so as to have the

best view of the anticipated sunset, then went for a row to show our friends the delicate beauty of this place. They agreed with a previous shipmate of ours who remarked that "God must have hired a Japanese gardener to do the landscaping here." After dinner we gathered in the cockpit for the Canadian twilight hour. Muted shades of blue, gold and scarlet rippled across the water until nearly ten o'clock. Then we watched polar satellites arc across the northern sky.

Prevost to Sidney across wide Swanson Channel — great for free-sailing and for jousting with ferries. Here, the huge B.C. ferryboats which constantly shuttle between the mainland and Vancouver Island converge toward their terminal at Swartz Bay. For a sailboat heading to Sidney it becomes a game of Dodg'em.

A cruising skipper wouldn't give Sidney a second glance because the harbor is really no harbor at all. It consists of a Government pier



Above: Why walk around town when you can drive? Left: 'Kavenga's crew (l to r) Jean, Stuart, Beverly, Bob.

with seasonal floats attached, exposed to any wind. But Sidney has become our favorite place to reprovision and exchange crews. It is a friendly, work-a-day town and the commercial center for Victoria's expansive northern suburbs. The main street, Beacon Avenue, starts at the pier and runs westward for a mile, directly to Victoria Airport. The ferry from Anacortes docks just two blocks south. However they travel, arriving or departing crewpeople are handily welcomed and farewelled.

The stores along Beacon have everything a cruiser might need, including those essential services: laundry, bank, post office, pub. Sidney Super is one block from the pier. Every fresh or fabricated food can be bought with either U.S. or Canadian currency, and they will let you wheel their shopping cart down to the boat if you promise to wheel it back.

\* Stuart and Beverly are off to Victoria and a night in the Empress Hotel. Jean and I have the boat to ourselves. New crew will arrive in the morning. Then *Kavenga* heads north. It hasn't rained yet.

In next month's thrilling conclusion, *Kavenga* and friends will cross the Strait of Georgia, tackle the awesome Skookumchuk tidal rapids, and sail inland through the coastal mountains of British Columbia to Princess Louisa Inlet — alleged by many to be the equal of Yosemite. We shall see.

— robert w. johnston





# EVERYBODY



**T**he St. Francis YC's annual Frank Stone Perpetual Trophy Regatta has traditionally been a windy Cityfront shootout for IOR boats, second only in importance to the Big Boat Series later in the year. As recently as 1986, the mid-May Stone regatta attracted 34 boats in four IOR divisions. Last year, 22 boats competed in two IOR divisions; this year, 16 boats competed in one IOR division. They ran the gamut from Jim Mizell's winning Smith 43 *High Risk* — driver Jeff Madrigali made mincemeat out of the competition — down to the 28-foot Wylie 1/2 Ton *Animal Farm*. Let's face it — in terms of IOR participation, the regatta's been sinking like a Stone.

So much for the bad news. The two-day, three-race regatta is actually quite alive and well, even if IOR racing can't say the same. For the second year, Express 37's were invited along to help fill out the sagging ranks. Fourteen of these Schumacher-designed racer/cruisers accepted St. Francis' invitation, only to be dealt a harsh triple-bullet performance at the hands of *Secret of NIMH*,

sailed by class newcomers Evan Dailey and Tad Lacey. These two longtime Bay sailors, along with seven of their friends ("the usual suspects"), have chartered *NIMH* for the season — and they wasted no time dispensing the sailing lessons in this popular one-design class.

Also filling the void left by the dwindling IOR population was a nine-boat IMS class. This was the first time that IMS has been offered in the Stone Cup, or for that matter any other major Bay regatta. Bill Riley, sailing his '87 Olson 25 national champion *Pearl*, walked away from the fleet, which included four J/35s, with three bullets. Another Olson 25, *Witching Hour*, took second. Why the smallest boats in class won IMS and the biggest ones in the IOR division won that class is still a mystery to us.

The best action at the Stone Cup, however, was in a specially created One Ton Division. Eight red-hot west coast 30.5-raters — four from the Bay, four from SoCal — raced levelly for five available slots in the One Ton Worlds. (The St. Fran-

cis YC will host this prestigious week of racing September 6 through 15.) John MacLaurin's Davidson 40 *Pendragon* squeaked by Irv Loube's Farr 40 *Bravura* by 3/4's of a point to win the division. Also qualifying for the worlds were *Pacific Sundance*, *Skeedaddle* and *Jazz*.

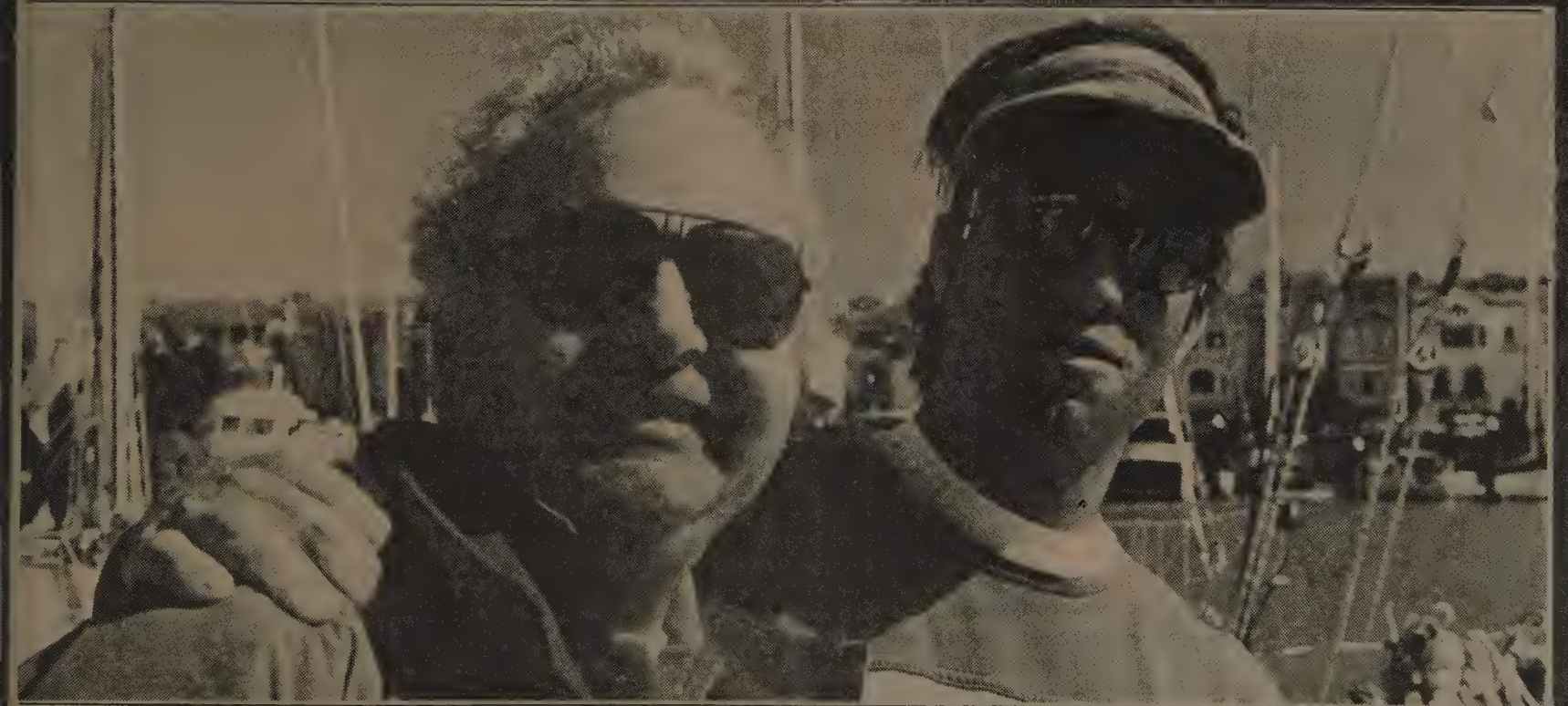
**F**or the One Tonners, the last mark rounding of the regatta was vintage Stone Cup. During the leeward rounding of Number 6, off Gas House Cove, a 35-knot puff rolled through. When the smoke had cleared, *Victory* was dismasted, the top of *Skeedaddle*'s mast was kinked and *White Knight* had a broken boom.

All in all, the Stone Cup weekend was once again a memorable event for all concerned, even if some of the memories were more expensive than others. The next "rilly big shew" for the go-fast crowd is the St. Francis Big Boat Series, held the week after the One-Ton Worlds. Like the old song says, see you in September.

— latitude — rkm



## MUST GET STONED



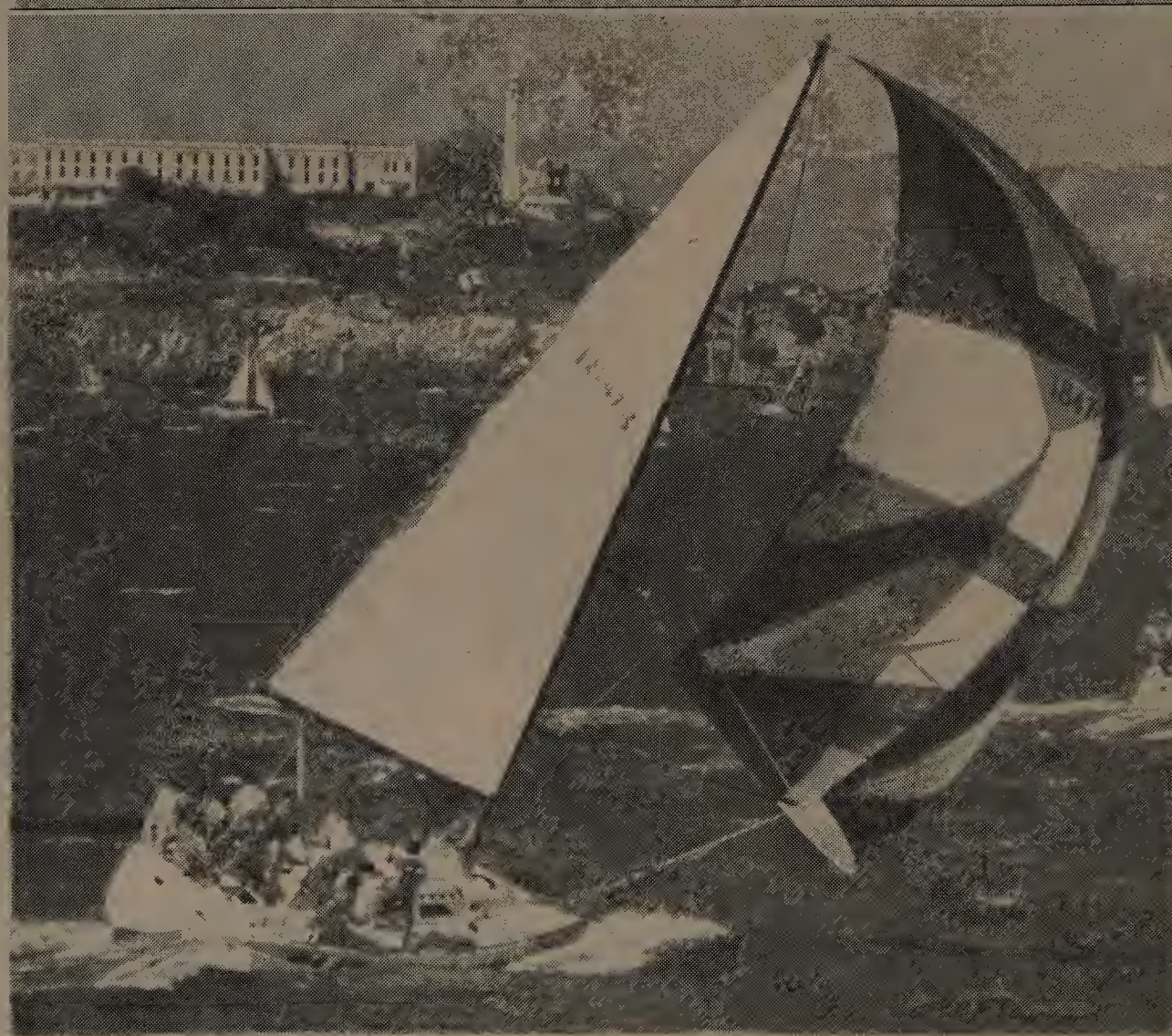
Above, 'Pendragon's John MacLaurin and Kimo Worthington. Spread, American Express charge-across the Bay.



# EVERYBODY



Stone Cup action, clockwise from above: the **One Ton** start; like all good Stone Cups, this one was a gear buster. Bill Riley (in white) and the winning crew of *Pearl*, rockin' and rollin' past the Rock.





MUST GET STONED





# MAX EBB:

"I finally did it!" announced my friend as he dropped himself into one of the more comfortably upholstered chairs in the yacht club bar.

"Did what?" I asked. Considering the immense feeling of satisfaction he seemed to

"Bad move," pronounced a woman who had recently joined my crew as a trimmer. "Bad, bad move. You boys can just use the

lapse? Well, it ain't pretty . . ."

"Naturally," countered my friend, "there are good buckets and bad buckets. The bucket I have has a nice seat on it, and it's every bit as comfy as the one at home. The only inconvenience is that you have to carry it up on deck and dump it overboard."

"No, actually you have to carry it upstairs twice," added another one of my crew. "The proper technique, you see, is to first fill it about one-third full of sea water. Then whatever goes into it is sufficiently diluted so that the bucket doesn't pick up any odor. This is especially important for wood buckets."

"I should live so long, to see a nice wood bucket on a racing boat," complained my new trimmer. "You're probably imagining

"No more craniotomies for me!  
... From now on it's the cedar bucket!"

have, I expected nothing short of monumental.

"Performed a craniectomy," he replied.

Like many of my acquaintances at the yacht club, I really didn't know for sure what it was he did professionally. I didn't think he was a doctor, though. But as chance would have it, another yacht club member, one who I actually knew to be a doctor, happened to walk by at the right moment to overhear.

"I've done lots of craniotomies in my day," remarked the doctor. "In fact, I had to do an emergency craniotomy just last week. But a craniectomy — that's an operation I've never attempted."

Now, my crew is usually a little bit sharper than I am in difficult situations, and this one was no exception. They began to snicker and roll their eyes.

"All right," I finally asked. "What's a craniectomy?"

"Well," answered my friend with feigned astonishment, "I thought you knew all about nautical jargon. A craniectomy, Max, is a head removal. I just finished taking the head out of my boat."

"Whereas," added the doctor, "a craniotomy is simply an opening of the head to perform some corrective operation. In this case, generally speaking, an unclogging procedure."

"No more craniotomies for me! Gave the damn thing the heave-ho, and it sure feels good. From now on, it's the cedar bucket."

Actually, it had been a rather uneventful afternoon at the yacht club up to this point. There had been a race that morning, but with a short course and strong wind, we had finished early and were back in the marina by 3:30. It was too early for dinner, too late to plan anything else for the day, and we were all much too tired to go sailing again. The head-versus-bucket debate was on.

facilities' over the stern. But what about us girl sailors? Ever been sitting on a plastic bucket in the middle of the cabin during a race, with four layers of clothes pulled down around your knees, when right in the middle of what you're doing, the bucket starts to col-





# HEADS OR PAILS?

carefully varnished cedar, with a spliced rope handle, and the boat's name hand-carved on the side. Hey guys, this is reality! What you really find is a filthy old piece of tupperware to sit on. And soggy T.P., if you're lucky."

"There was a little device marketed a few years ago," said the doctor, "that claimed to solve most of this problem. I think it was called the 'Sani-Fem', or something. Anyway, it was shaped like a little funnel, and it was designed to . . ."

"I tried one of those things," interrupted another woman in the group. "Very disappointing. First you have to get through the

What makes a bucket a good bucket? It's the thought that counts.

same four layers of clothes, none of which are equipped with flies, of course. All this while holding on to the backstay or stern pulpit for dear life, with six guys staring at you. Then, once the thing is finally in position, you have to convince yourself, 'It's okay to pee in my pants'."

"But did it work?"

"Yes, but not well enough. They didn't even think to build it with a little ring to attach a lanyard to, so you could tow it overboard for a few second to rinse it off. Obviously not designed by sailors. Now I crew on a boat that has a real head, thank you."

"You people are so stuck up on racing," countered my friend who had started the whole discussion, "that you forget what it's like to live on a small sailboat for a few days. Now, if the boat's big enough for a separate head compartment to fit into the arrangement, then maybe a head makes sense. But in a smaller boat, where the head has to be right under a berth or next to the galley, a head is a terrible thing to live with. I don't know about you, but the cabin of my boat is about the same volume as my bathroom at home. So anytime someone uses the head down below, the whole boat becomes the bathroom! Then you're expected to sleep with your nose just a few inches from the thing, and cook and eat almost as close."

"I saw an ingenious arrangement at the boat show last year," said one of my crew, "where the head was right under the navigator's seat."

Several people indicated that they thought this was extremely appropriate.

"Now think about how you would use a bucket on a small cruising boat," continued the bucket advocate. "When you're sailing, you can take it below and use it in the cabin. When you're anchored out at night,

you really analyze it carefully, you'll discover that a large part of the enjoyment of cruising on a small sailboat is made up of sensual things: the motion of a boat at anchor, the sound of the water alongside the hull and the wind in the rigging, and even the smell of the



COURTESY TWILIGHT ZONE

"For Sale: ExtaSea 98-ft yacht. Luxurious living, formal dining, fireplace, sauna, four guest staterooms each with private bath . . . Hmmm."

tule marshes mixed with the aroma of hemp and beeswax from the sail repair kit."

"This guy's been reading the wrong books," deduced the trimmer. "You won't catch me sitting on a bucket out on deck in the middle of a marina, and then tossing everything over the side, no matter what time of night it is!"

"It sort of depends on where you cruise, doesn't it?" suggested my other crew. "Or what sort of race you're on. I can think of some long downwind races, where sitting on

"The tradewinds were warm, and the pulpit was a nice place to be, even under the moonlight . . ."

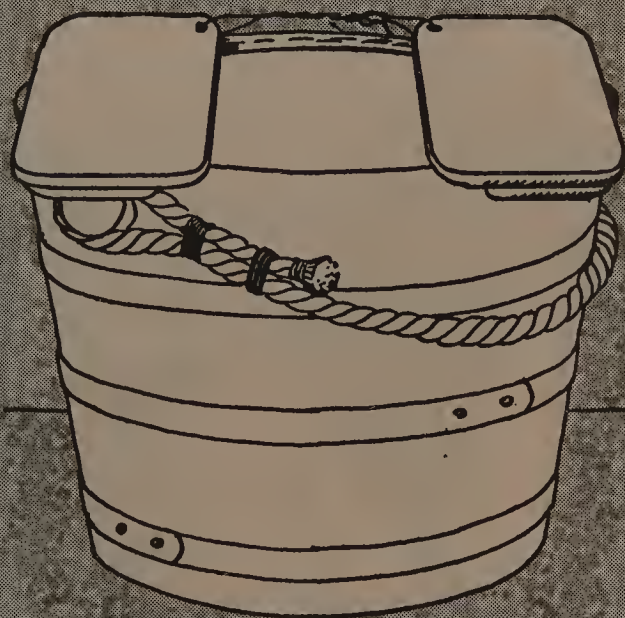
especially if someone is sleeping, you can take it up on deck. Everyone, even the most inexperienced guest, understands how to use it. It never clogs or malfunctions. And it stows in the cockpit locker, so you don't have to live next to the thing. You see, when

the bucket, up on the foredeck, out in the middle of the ocean, was one of the most pleasant things you could ever do."

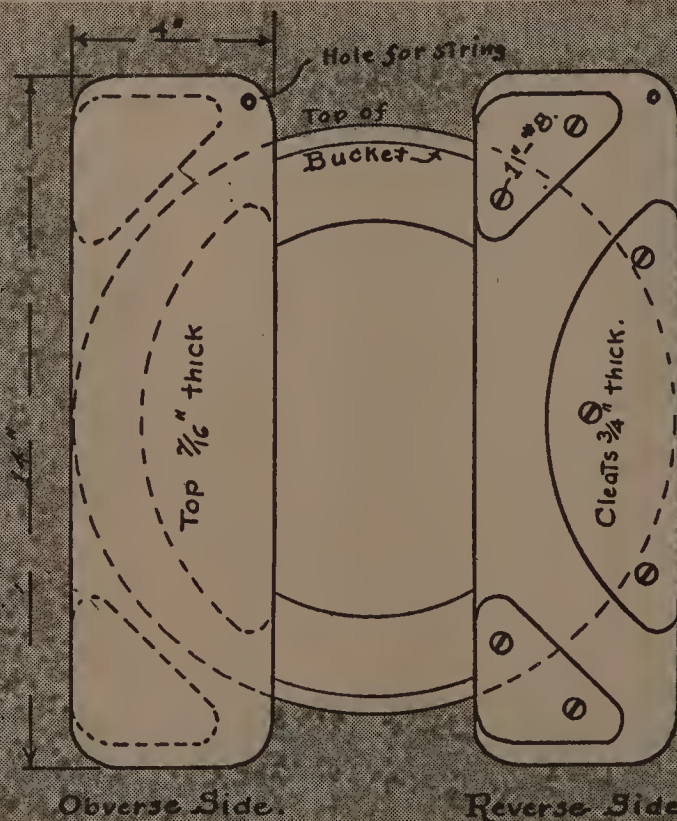
"That's probably because you'd been constipated for the first two days of the race," noted the doctor.



# MAX EBB: HEADS OR PAILS?



An optimal design by L. Francis Herreshoff, who is often credited, albeit incorrectly, with inventing the bucket.



ILLUSTRATIONS COURTESY THE COMPLETE CRUISER BY FRANK HERRESHOFF

"And I can remember losing the last bucket overboard when I went on a long downwind race on a boat with no head," recalled another racer.

The debate raged on, largely divided along sexual lines: The men who took positions were expounding the virtues of keeping the cabin free of the bathroom fixture, and also attempting to describe the sheer joy of shitting and showering on deck in mid-ocean. While the women seemed reluctant to buy into this particular aspect of our maritime tradition.

The doctor remained professionally neutral, until he began to tell a story . . .

"It was on a TransPac race, must have been at least ten years ago when I still did that sort of thing. The boat had to have a head to comply with IOR requirements, but it had never been used. Conditions were already bad enough down below without one more bad smell. As is more customary when the wind is aft, 'the facilities' on deck were located up forward, and to take a shit, we had to hang on to the bow pulpit.

"This was just fine with us," he continued. "The tradewinds were warm, and the pulpit was a nice place to be, even under the moonlight. But one day, toward the end of the race when we were getting just a little bit lax about our sail trimming, we were sailing under spinnaker and blooper. We'd catch a wave every so often, and if the blooper trimmer and halyard jumper didn't react fast

enough, the blooper would collapse.

"Anyway, one of the guys goes up to the bow for his 'morning constitutional', and nobody pays any particular attention to him. A few minutes later we catch a particularly nice wave, and as we surf down it our speed goes up and the apparent wind drops to where the blooper can't support itself anymore. The halyard jumper was asleep at the switch, so to speak, and the sail collapses in a heap of nylon around the bow, completely covering the guy in the pulpit. 'No problem,' we think. It takes a few seconds, but after some halyard jumping and sheet

wonderful chorus of appropriate sounds, indicating the full range of human emotions from delight to utter disgust.

"Did you drag the sail in the water to wash it off?" someone asked.

"No way! We were racing! But we did manage to jibe into a rain squall, which pretty much took care of the problem."

It must have been another hour before we finally moved on to another topic. And while the basic issue is still controversial, we did manage to reach consensus on some basic points:

1) If your boat is too small to have an

"Naturally, there are good buckets and bad buckets. The bucket I have has a nice seat on it . . ."

trimming, the sail starts to fill again and pops back up into shape."

"Ohhh nooo!" groaned my sail trimmer, already anticipating how the story would end.

"And there on the blooper," said the doctor, "running across at least five panels of sailcloth, was a big brown stripe!"

The yacht club bar was filled with a

enclosed head compartment, then a good bucket is better than a head, and much better than a Porta-Potti.

2) A soft plastic bucket is not necessarily a good bucket.

3) Keep the T.P. in an airtight tupperware container.

4) Go before the race starts.

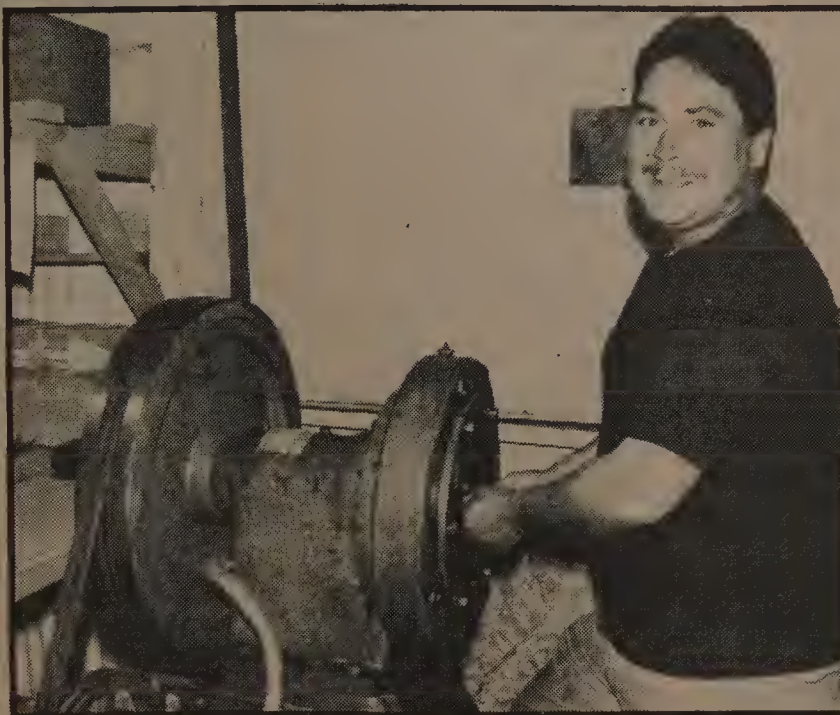
5) If you're using the pulpit, make sure the blooper halyard jumper is paying attention.

— max ebb



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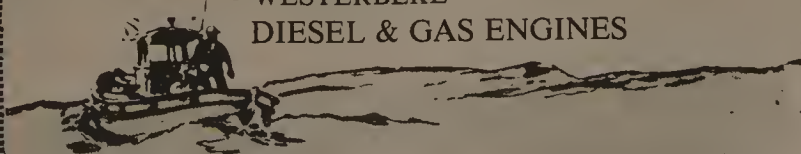
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# BOB DICKSON;

King Edward VIII gave up the throne to marry the American divorcee Wallace Simpson. Somewhat similarly, USC Business/Finance graduate Bob Dickson of Newport Beach shunned a lucrative career ("I could have been a banker") for the love of



LATITUDE/RICHARD

Bob Dickson, still sailing and still smiling. Photo was taken aboard 'Ticonderoga' during April's Antigua Sailing Week.

his youth. Dickson's darling, however, was not female flesh and blood, but long distance ocean sailing.

We don't recall how the ex-King felt about Ms. Simpson 35 years later, but we know that Dickson still pines for sailing the sea. Just this year he's done a race to Cabo and the delivery back, Antigua Sailing Week, the Ensenada Race, is scheduled for a delivery to Hawaii to race in the Kenwood Cup, and recently had a late season Swan 65 voyage to Tahiti fall through. And these were just the highlights. Not bad for someone who recently celebrated a 60th birthday.

ALL PHOTOS COURTESY OF BOB DICKSON  
EXCEPT WHERE NOTED

Acapulco. That's nearly almost 25% more than Tom Lewick, who is in second place. In addition to nearly always bringing home the boats he raced, Dickson has done scores of other Mexican deliveries. In short, he knows the Mexican coast like most people know their morning commute.

Dr. Thaddeus Jones has gotten a lot of well-deserved recognition as having done more TransPac's than anyone else. With all due respect to Dr. Jones, Dickson also has a legitimate claim on that honor. It's true that Jones has done 20 TransPac's to Honolulu, five more than Dickson. However, when you include the Tahiti Races, which were put on by the same TransPacific Yacht Club, Dickson's total of 24 eclipses Jones' by four.

There have been ten Tahiti races in all. Having not been born yet, Dickson had a good excuse for missing the first in 1925. He's done all nine since, as well as seven other trips to French Polynesia. As with the boats he raced to Mexico, Dickson invariably delivered the Hawaii and Tahiti boats back to California.

The above races just constitute the core of Dickson's California-based racing and deliveries. He's also done Victoria to Maui races, the Honolulu to Okinawa Race, cruised the South Pacific several times, cruised the Caribbean on *Kialoa II*, and been on two record-setting TransAtlantic races. In addition, he's competed in several Clipper/Kenwood Cups, seven SORC's and even one Baja Haha Race Week. Dickson quit counting his ocean miles at 200,000.

Nobody is going to race up that many ocean miles unless they're talented. According to Lu Dale, a longtime professional delivery skipper, "Bob's probably the best downwind driver around. He's got the natural instinct, the feel. He barely moves the wheel at all." Dale, who did the '85 TransPac on the Santa Cruz 50, *Allure* with Dickson, also cites his experience. "He's

"He's the best instinctive helmsman I know. He doesn't need modern gear to tell him how he's doing."

Being a good shipmate is important also, and the easy-going Dickson fits that bill, too. "Bob's so calm," says Dale, who spent two years doing deliveries with him in the early 70's, "that you'd swear he's on drugs." Bioletti agrees: "He's absolutely calm and never blows his top."

One of the more interesting things you learn about the world's best and most experienced sailors is that an astounding number of them were introduced to sailing or the sea by their fathers. It must be one of the most powerful father/son bondings.

Like Lowell North, Tom Blackaller and so many others, it was Dickson's father who in-

"He's done so many races,  
he knows them like the back of his hand."

Although unknown to most California weekend water warriors, Dickson's experience in west coast races is unparalleled. He's done a staggering 39 races to Cabo, La Paz, Mazatlan, Puerto Vallarta, Manzanillo or

done all the races so many times he knows them like the back of his hand. "We need to jibe here or head up there," he'll say.

Fran Bioletti, who at 70 has sailed with Dickson in many parts of the world, concurs.





# LOVING THE SAILING LIFE



roduced him — at age six months — to sailing and the sea. This was both on small boats as well as *Jubilo*, a 40-ft schooner that would remain in the family for an incredible 67 years. Dickson's father sailed his last race, to Ensenada on *Jubilo*, at age 90.

The end of the trip that started the love affair; finishing the Tahiti Race aboard 'Silhouette' in 1953.

At the S.O.R.C. with Ted Turner, who, discontented with winning the America's Cup, needed to start his own broadcasting network.

Dickson's mother, Ferne, was the first woman to do a TransPac, on *Jubilo* back in 1925. The family schooner, since sold, is now moored in Lahaina.

Most summer weekends of Dickson's youth were spent sailing to Catalina with his

father, who was Commodore of the Los Angeles YC in the fateful year of 1929. Like most of California, Catalina was very different in those days.

"You could come in the summer and drop a railroad car wheel at the Isthmus for your mooring," remembers Dickson. "In winter it would be stolen, and the following summer the locals would sell it back to you."

Sailing out of Los Angeles Harbor in the mid and late 30's wasn't ideal. Not only was it a growing commercial and military port, but the Los Angeles YC didn't have a junior program. So just before the war, in 1940, Dickson's family moved to the Newport Yacht Club. Like Catalina, Newport was a far cry from what it is today. Dickson recalls there being just a few slips along the Coast Highway. Lido Isle had more vacant lots than not. Lido Isle, also known as Shark Island, was completely vacant. With the war would come nets at the harbor entrance, and the later building boom would bring the





# BOB DICKSON;



Dickson learned to sail on 'Jubilo', a 40-ft schooner that was in the family for 67 years.



A young Bob man-handling 'Jubilo' in about 1952.

'Waikiki effect'; the wind cut off by buildings.

Before the war there weren't that many big boats racing out of Newport. The most famous were *Santana*, the 55-ft yawl that was briefly owned by Humphrey Bogart and which is now restored in San Francisco; *Odyssey*, a 60-ft yawl that's in absolute bristol condition in Newport Beach; *Jota*, a 55-ft yawl very similar to *Odyssey*, and *Solioquy*, a 12-Meter.

As was the case with most men Dickson's age, the 40's and early 50's meant military service and getting an education. Dickson served in the Navy from 1945 until 1949, and then at his parents insistence went to USC where he competed on the sailing team as well as studied. Shortly after graduation Dickson fell in love.

It started innocently enough during in the summer of '53 when Dickson signed on *Silhouette*, Spencer Murfey's 56-ft yawl, for the TransPac. This was before the days of Ala Wai Yacht Harbor when the race finished in the Kewalo Yacht Basin. *Silhouette* didn't do particularly well, finishing 8th in class and 21st in a 32 boat fleet. Nonetheless, Murfey and Dickson entered the boat in the resurrected Tahiti Race.

The only previous Tahiti Race had been held in 1925; like all Tahiti races subsequent to 1953, it started from California. The 1953 Tahiti Race, a half-baked idea that was co-sponsored by the French government and the TransPacific YC, was the only one to start from Honolulu. The French arrogantly assumed that all 32 TransPac entries would naturally want to continue on to Tahiti. They were wrong. Just six boats signed up and only three crossed the starting line: *Sil-*

*houette*; *Chirqui*, a 61-ft ketch from the Canal Zone; and, *Mistress*, a 38-ft Farallon Clipper from Northern California.

As soon as the race was over, it was clear that the Honolulu to Papeete course would never be raced again. There simply weren't enough masochists sailing to support a race that consisted of nothing more or less than three weeks of driving hard on the wind. There's never been as long a race to weather before or since; God willing, there never will be again.

As punishing as the experience was, it had a lasting effect on Dickson. "I started the race with no expectations, but arriving in Tahiti changed my life." Suddenly and irrevocably, a banking career was out of the question. He knew then what he wanted to do with his life; long distance ocean races. As he's so clearly demonstrated, this was no mere youthful infatuation with the sea. Sailing to Tahiti still holds a special place in his heart. "If there was a race there tomorrow," he says wistfully, "I'd go."

Visiting Tahiti before DeGaulle began promoting tourism in 1961 was a major adventure. Ships rarely called and air service consisted of a seaplane every other week. Most visitors arrived on private yacht. It was a much more exotic destination then, too. The culture hadn't been diluted by modern communications, and diligent efforts were made to keep it intact. Like Bligh's men on the *Bounty*, Dickson found that island had a certain charm after being at sea. "You can imagine what the Tahitian girls looked like," he says with a smile, "after three weeks of beating to weather."

Back in those days there was very little delivery of racing boats that is so common today. Then it was customary for the owner and some of the crew to bring the boat home after a race — particularly from a place like





# LOVING THE SAILING LIFE

Tahiti. Thus Dickson was both surprised and delighted when owner Murfey, who later married a Tahitian girl, flew home and paid the expenses for Dickson to deliver *Silhouette* to California. Thus began a relationship between Dickson and the sea that's never ended.

The love affair rapidly blossomed into full bloom. In 1954 he did the Acapulco Race on the 72-ft schooner, *Nordlys*. She was owned by 26-year-old Walter Johnson, who'd raced Dickson to Tahiti the previous year with the little Farallon Clipper. After finishing in Acapulco the boat continued on to cruise the Marquesas and Tahiti.

Dickson and *Nordlys* arrived back in Southern California in the nick of time to start the 1955 TransPac. At the conclusion of that race, Johnson and Dickson continued on with the boat for a year cruise to Tahiti, Tonga, Fiji and the Cooks.

Dickson was back in Newport again a mere 45 days before he boarded Howard Murphy's 63-ft yawl, *Quest*, for the '56 race to Tahiti.

It has more or less continued at that pace, much to the delight of Dickson, ever since. During the gaps between races and

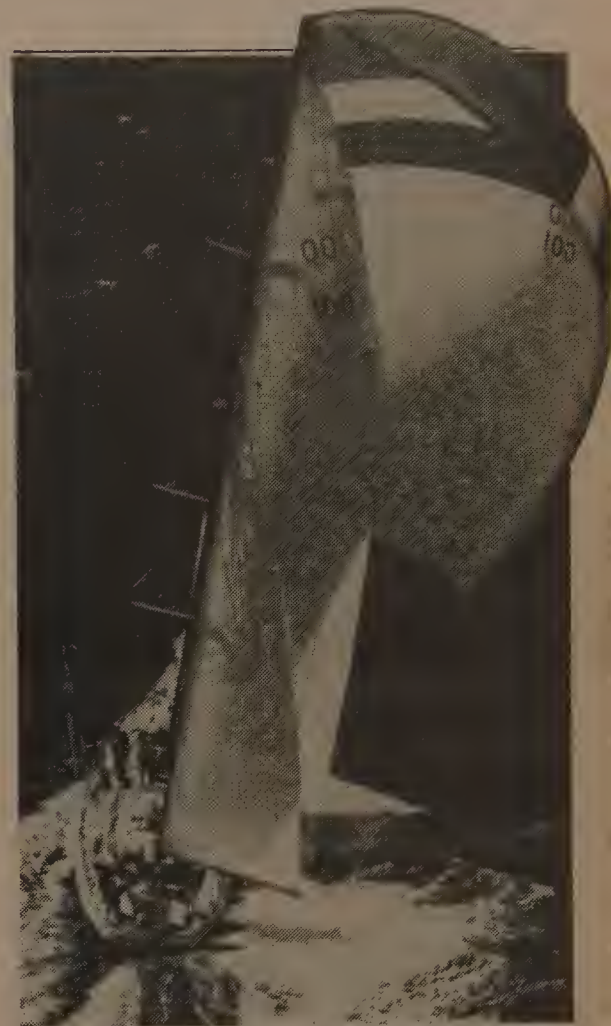
Dickson was sailing master on the 64-ft yawl, 'Quest', that finished second in the 1956 Tahiti Race.



Jim Dickson, Commodore of the Los Angeles YC, with 3½-year-old Bob.

deliveries, Dickson normally does rigging and general maintenance on some of the best boats in Southern California. It's not the line of work to make anyone rich. When asked if he has any regrets about choosing the sailing life, Dickson responds, "None at all." Then he laughs, "But I might in ten years if I'm sleeping on a bench in Pershing Square." Actually, Dickson told his friend Bioletti, "I'll always be able to do this."

It would be impossible to list all the 'big name' boats that Dickson has sailed on or delivered. In fact, the list of big name boats



The great 'Ticonderoga' is Dickson's all-time favorite. Here she's seen setting a new Miami to Jamaica record.

he *hasn't* sailed on would probably be shorter. But for all the boats he's sailed on and for all the ocean miles he's covered, he's had few serious problems. He's never had an onboard fire. He's never had water pouring in the hull. He's never been attacked by unfriendly natives. He's never had a member of crew suffer heart attack or be seriously ill.

The worst experience and only dismasting he's had was aboard the old *Sorcery*, a C&C 61 he was delivering with owner Jake Wood from Okinawa to Kodiak, Alaska. Taking the boat across the dicey Northern Pacific so early in the year turned out to be a bad idea. Early on they'd been battered by storm after storm. The worst came at 0100 after three days of continuous 50-knot winds. The seas were the worst Dickson has ever seen; some of the crew estimated them at 40 to 50 feet tall. The boat had been handling the conditions as best could be expected until a rogue wave rolled them 360 degrees.

A woman who had been in the cockpit had her leg broken in three places, probably as the result of a 55-gallon fuel drum landing on her. Although the helmsman, who was thrown overboard, was wearing a safety harness, it took over an hour to pull him





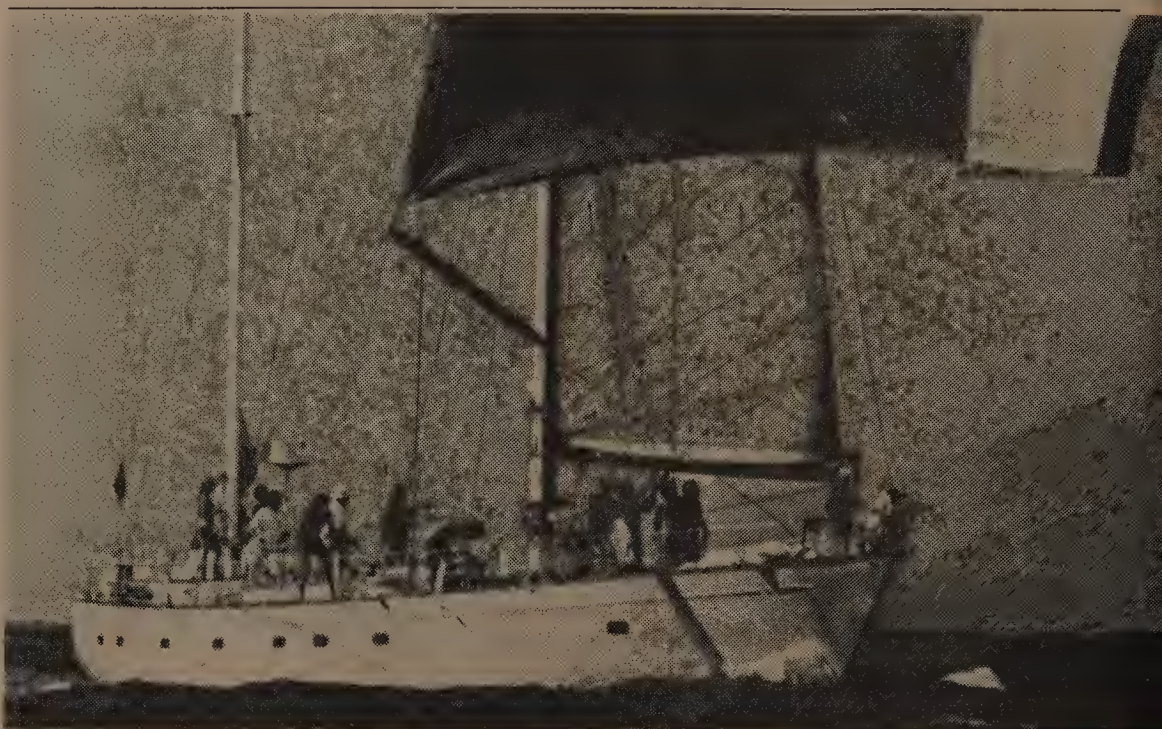
# BOB DICKSON;

back aboard. There were several problems. The mast and lifelines had been torn off, so there was tangled rigging everywhere. And several of the crew were too frightened by the waves in the blackness of night to come out. Finally owner Wood and a couple of others wrestled the helmsman back aboard. Dickson, who'd broken ribs, helped the best he could by trying to steer the rig-less boat through the towering waves.

Ultimately, a jury-rigged ham radio antenna was laid out on deck and a distress call forwarded to the Coast Guard. Battered and beaten, *Sorcery* and her crew were towed into Kodiak, Alaska.

Although not in charge, Dickson was aboard the magnificent 83-ft M boat, *Windward*, (whose sistership *Pursuit* now lies in Sausalito), when she was lost off Mexico. It happened after the owner's son, Don Chilcott and Dickson had set a new 8.5 day elapsed time record in the Acapulco race. Bringing the boat home, Chilcott parked the big sloop at tricky Yelapa near Puerto Vallarta. *Windward* was anchored with a 250-lb hook and plenty of 1/2-inch chain. Although there was no wind, surge caused the chain to snap 20 feet below the surface. Before anyone could do anything about it, *Windward* was on the beach and breaking up. Her 24-ton keel is still there for the taking.

The M boats *Windward*, *Sirius* and *Pursuit* were the maxi's of their day. But they were



owned by people who could absorb such a loss reasonably well. Upon hearing *Windward* had been destroyed, Chilcott's father immediately went out and bought Howard Ahmanson's *Sirius*, the fastest of the M boats, as a replacement. Ironically, *Sirius* had previously been named *Barlovento*, Spanish for 'windward'.

While Dickson's had very few mishaps Dickson was on 'Escapade', the Rhodes 72-footer, when she set a new Transatlantic record in 1960 and was the overall winner in the Miami to Jamaica Race.

'Blackfin' was first to finish the 1970 Tahiti Race and beat 'Passage' in several important races. Dickson was aboard.

himself, there were plenty of other serious ones in those days, most of them off the coast of Mexico. There was the famous 161-ft *Goodwill*, which ran up on Baja's Sacramento Reef with the loss of 17 lives including the owner. John Scripps, who with 11 is the only one to have done more Acapulco races than Dickson, lost his 89-ft ketch, *Novia del Mar*, to a diesel fire off Mex-





# LOVING THE SAILING LIFE

ico. Fortunately, all of her three-man crew were saved. The schooner *Morning Star*, whose TransPac and Tahiti race records Dickson would later help beat, was lost to a Caribbean reef.

The tragic loss of a boat that ended almost comically involved the 72-ft schooner *Celebes* during the 1958 Acapulco Race. Passing Mag Bay on the Baja coast everything was fine: she was carrying her spinnaker and was second in class. Suddenly the butane tank was on fire and threatening to explode at any second. Fearing for their lives, the entire 13-person crew abandoned ship.

By the grace of God, the 72-ft *Escapade* happened along a few minutes later to find the burning competitor, spinnaker still up, without crew. In just a short time they managed to rescue all of the 13 scared but not seriously injured crew. The owner of *Escapade* was more than happy to rescue *Celebes*' crew, but he wasn't about to drop out of the race just so he could let the survivors off in Cabo. Heck no. Thus the 25 people were split into three watches; the on watch, the off watch in bunks, and the 'hanging out' watch that wasn't on duty but didn't have anywhere to sleep. Despite being heavy with crew, *Escapade* finished 2nd in class to *Windward*.



Lately Bob's been doing a lot of racing on the 82-ft 'Sorcery'. Here he drives at the start of the '87 Cabo Race.



The M boat 'Windward'. Dickson was watch captain when she set a new Acapulco course record. The boat was lost at Yelapa on the way home.

The 60's were Dickson 'glory days' in that he helped boats establish a number of classic race records, including one that still stands. The first was the Transatlantic race from Bermuda to Sweden aboard the Rhodes designed *Escapade*. Their time of 19 days smashed the old mark.

But things really got rolling in the mid-60's after Dickson hooked up with Portland's Bob Johnson and the great *Ticonderoga* for a three-year stint. Although designed as a pleasure daysailor, in the capable hands of Dickson and others she would arguably become the most successful ocean racing yacht in American history. She certainly became Dickson's favorite.

It all started in 1964 when *Ticonderoga*, which had been entirely restored to her racing trim in Newport Beach, bested seven other entries for line honors in the 3,571-mile San Pedro to Papeete, Tahiti Race. *Big Ti*'s elapsed time was just 17 days and 7 hours, meaning the already 30-year-old boat averaged 8.38 knots for more than 17 consecutive days. It's a record that still stands, despite the repeated challenges of 44

other boats driven by the likes of Jake Wood, Eric Tabarly, Ken DeMuese, Alain 'Colas, and L.J. Killian. Because *Ti* only spent a couple of hours in the doldrums. The race was terminated in the 1970's, so it's a record Dickson and friends are likely to keep for a long time — if not forever.

But it was the 1965 record-setting run in the heart-stopping 1965 TransPac aboard *Ti* that was Dickson's most exciting single race. Prior to the start, experts had considered *Morning Star*'s 9 day, 15 hour record to be unbeatable. But both *Ti* and the South African ketch *Stormvogel*, pushed on by winds on the edge of hurricane *Beatrice*, would break the record. That, however, was just half the excitement. The two great yachts owned by the two great plywood mongers match raced the last 75 miles for line honors and the new record.

After crossing gibes just 100 yards apart, *Ticonderoga* and the probably faster *Stormvogel* employed different strategies. The South African ketch opted to jibe back and forth down the course to take advantage of her greater surfing ability; *Ticonderoga* was sailed rhumb line. The critical moment was





# BOB DICKSON; LOVING THE SAILING LIFE

*Ti*'s last jibe at Koko Head, six miles from the Diamond Head finish. Owner Johnson later described the action in a letter to the yacht's designer, L. Francis Herreshoff:

"Accomplishing a dip pole jibe at night in 30-foot sea, 40 knots of wind, with a 3,800 square foot spinnaker is not exactly child's play; add to that a 30-year-old ketch with a bowsprit that takes the man on it underwater, a rain squall, and jury-rigged spinnaker hardware to replace the regular gear that had ripped off the mast three days before. *Ti* rolled her windward rail under a couple of times, the spinnaker pole came out of the jury rig on the mast and went overboard, and the crew got it back. The helmsman, Bob Dickson, was able to steer a course to follow the spinnaker. It never collapsed and those boys got the spinnaker clew. We changed course 25 degrees and pulled away from *Stormvogel* passing the Diamond Head buoy by a few feet. It couldn't have been more exciting had we staged it from a prepared script."

*Ti*'s five minutes elapsed time victory over *Stormvogel* was the closest in the history of the TransPac, and Dickson's steering during the critical jibe by Koko Head helped make it possible.

After smashing the Tahiti and TransPac records, Dickson helped Bob Johnson go after the Transatlantic record in 1966. It wasn't even close as *Ti* sailed the 3,500 miles from Bermuda to Denmark in just 16 days, knocking three whole days off the course record. Averaging 9.1 knots, the displacement ketch's time was second best in history to the fabled sailing ship, *Atlantic*.

But that wasn't all. Dickson was aboard when *Ti* smashed the Miami to Jamaica course record. An assault on *Ti*'s own Miami to Nassau record fell 40 seconds shy when a cruise ship coming to watch cut them off near the finish.

*Ticonderoga*'s record-smashing was unparalleled in yacht racing history and Dickson was aboard for most of them. What made these records with displacement yachts all the more impressive — and enjoyable — says Dickson, is that they were set in a much different manner than records are set today.

First of all, boats like *Ti* and *Escapade* and *Windward* weren't stripped out hulls like today's ultralights. The accommodations were pleasant if not sumptuous. "Today's boats aren't suitable for cruising around when the races are over, thus the owners usually cross the finish line and head for the airport," says

Dickson. He then laughs at the idea of an owner racing a modern One Tonner to Tahiti and then cruising the Iles Sous Les Vent.

Today's crews eat freeze-dried food off paper plates while sitting on sail bags. Dickson feels it's racing's loss. "The nicest

"Accomplishing a dip pole jibe at night in 30-foot sea, 40 knots of wind, is not exactly child's play."

part of a TransPac was always sitting down to dinner with the crew reliving the day and the cook telling jokes. I'm still friends with guys I shared meals with on boats 30 years ago."

The crews were different, too. They were friends from all kinds of professions and backgrounds. "I liked the SORC back when you could have a good time with your friends and still win. People ought to have fun sailing," he says. Today's high-tech boats require crews that consist of sailmakers, sparmakers, Olympic aspirants, experts in exotic fabrics — leaving little room for friends.

In the old days there was loyalty to owners and boats. Dickson sees almost none of that today, where the top crews jump from boat to boat between — if not during — series. "Throw away boats, throw away crew," he laughs. He also remembers the old time crews as being more dedicated. During the old Tahiti races crews would spend much of their time sewing sails, with a little steering and sleeping in between. "Sew, sew, sew — I remember one time John Rumsey sewed the entire night to get a sail back up the next day." Thus it grates Dickson to see sailmakers advise owners to trash \$15,000 mains that have but a small rip in them.

Sails themselves are a mark of how hi-tech sailing has become. In the 50's and 60's,

Dickson remembers boats keeping the same set of sails for 10 or 15 years. When he sailed to Acapulco on *Windward* in 1958 she still had a cotton mainsail! When racing *Nordlys* to Tahiti, which is mostly a spinnaker reach, she carried but two spinnakers.

Even the owners seem a little different. Guys like Bob Johnson and Jim Kilroy used to bet more on the races. Or they'd collect a couple of truckloads of crew, some girls, a few guitars and have a beach party on the other side of Oahu. When there were fewer boats racing, everybody used to know everybody. Not anymore. "With 28 crew on *Sorcery*, I don't even know all the people on our boat," says Dickson.

From Dickson's perspective, racing hasn't necessarily gotten better with age. Perhaps that's why the grand prix numbers have been declining in recent years. But he never thought of giving it up. In the late 60's and 70's, Dickson was an integral member of Ken DeMuese's crew on *Blackfin* during her great TransPac battles with *Windward Passage*. In more recent years he's done a lot of sailing on Jake Wood's *Sorcery*s. Both the old C&C 61 that rolled in the North Pacific in 1976, and the more recent red-hulled Mull 82. Races on the newer *Sorcery* have included the Vic-Maui, the Kenwood Cup (which he'll do again this year), and the Manzanillo race in which the displacement maxi bested a big field of the latest maxi ultralights for line honors.

But April of this year brought Dickson a special treat. Newport Beach businessman Bob Voit purchased *Ticonderoga* and entered her in Antigua Sailing Week. To recall the boat's glory years, he flew Dickson and a bunch of the old crew down to make her go. Their first race was the feeder from Guadaloupe, a close reach. *Ticonderoga*, with Dickson and the others aboard, revelled in the boat's best point of sail to take honors, beating her old nemesis, the great S&S design, *Stormy Weather*, in the process. It was a classic performance from classic boat and what Lu Dale calls "a classic guy."

Sitting in the cockpit of the beloved *Ti* at Falmouth Harbor, Antigua, Dickson savored the latest victory and the satisfaction derived from his many years of sailing. He thought about USC friend Jack Bailey who'd gone on to be a successful banker and owner of *Newsboy*. Then he thought about his decision to sail instead of bank; "That's what happens when you go sailing to Tahiti," he concluded with a smile.







# MISFITS DO

Ah, Las Hadas, crown jewel of the Mexican Riviera! (Please read aloud

that their cruising kitty has shrunk considerably. But, there are ways to enjoy the

made it this far south, you've learned how to make do without "plugging in" and you

take a shower (or ten), do your laundry, fill up your tanks, and drink it by the gallon! It's all purified and there's lots of it. Be decadent — get your money's worth — turn your cockpit into a jacuzzi and throw a party!

Unfortunately, anchoring in the bay fronting Las Hadas bears a price tag as well, although it's half the cost of Med-mooring in the marina. So, many cruisers avoid checking in with the harbormaster altogether, and attempt to blend inconspicuously into the crowds. There are, however, a couple of disadvantages to this: the diesel offered in the marina can *only* be charged to your bill at the harbormaster's office — no check-in — no bill — no diesel! And, secondly, if you don't check-in you don't receive your passes that allow you to come and go as you please through the guarded entrances to the resort complex.

Don't despair. Where there's a budget, there's a way! Small gifts, friendliness and, if applicable, a cute blonde can move mountains in Mexico — and Las Hadas is, underneath all the window dressing, still Mexico. So if the powerboats (which appear to be semi-permanent residents of the marina) don't cor-

rupt a basically negotiable system with their unique ability to be overly generous,



with a nasal English accent in your best Robin Leach impersonation.) Ah, Las Hadas, crown jewel of the Mexican Riviera! (That's better!) Scenically located on beautiful Manzanillo Bay, this fairyland delight occupies some of the most expensive real estate in Mexico. Dramatically lit, all-white structures, cascading bougainvillea and balmy nights create the perfect setting for the Rich and Famous to see and be seen by the Rich and Famous.

But, what about the Poor and Cruising? The overpowering temptation, the lure of the glamorous, easy life can turn this appealing anchorage into the "White" Hole of Mexico. Many cruisers stop at Las Hadas and finally tear themselves away only to discover

Prices at Las Hadas conjure dreamy images of Los Angeles.

splendor of this five-star resort without cracking the nest-egg too severely.

**#1** The first budget-danger-zone is the marina at Las Hadas. The cost to tie up our 36-ft boat was \$14 per night. Deja vu — did we take a wrong turn and end up back in Los Angeles? We'd heard stories of lack of electrical hookups and dry water spigots, but with the appointment of the new harbormaster, Gustavo, the marina was a hive of activity. Workers were busy checking water pressure and rewiring the docks for both 110 volts and 220 volts; but use caution — electrical surges in Mexico are common and expensive equipment has been destroyed. If you've

might think seriously about the pros and cons.

Water is an altogether different story. Have no fear, the fresh water at Las Hadas is the best we've found in Mexico. Wash your boat, Las Hadas resort — the "White House" of the Mexican Riviera.



Gaudy or gauche, it's not hard to fit into the rich and shameless crowd.





deals can be made relatively painlessly.

The least complicated, most

straightforward approach to going ashore at Las Hadas is to simply land your

dinghy on the beach past the guardhouse and walk through the golf course to the main

road. If you have to walk past the guardhouse, stop on your way out and talk with

whoever is on duty and let him get a memorable look at you. A little confidence



© OLEGUEDA 88



# MISFITS DO



Gustavo, the new harbormaster.

goes a long way and you should be able to breeze by on your way back in.

Entering by car, however, is a bit tougher. The security is more organized and they scrutinize every vehicle. While in town we usually try to find somebody staying at the hotel and share a taxi with them or catch one of the occasional Las Hadas Shuttles. If that doesn't work you can always try bullshitting!

**#2** If you are truly watching your budget, there are two

words you never want to say in the same sentence: "taxi" and "Las Hadas". If you pick up a taxi at Las Hadas or ask to be dropped off there, you'll have an expensive ride. The taxi drivers make a killing off naive hotel guests and they'd rather wait for another fare than haggle with a cheap cruiser.

Within six weeks the average fare doubled from an expensive 5,000 pesos (\$2.50) to an unreasonable 10,000 pesos (\$5.00).

Take the bus! The cost from the highway into Manzanillo is only 550 pesos (25 cents) and 350 pesos to Santiago. Buses are a focal point of Mexican society; everybody rides them. They're fun, convenient and fast.

The bus into Manzanillo stops one block



Maybe it's not 'real' cruising, but somebody has to do it.

from the Port Captain and Immigration Office and the driver is happy to point them out to you. Since such thriftiness deserves to be rewarded, stop on your way back at the restaurant La Huerta for delicious and

Pizzaria on the waterfront. The food is reasonably priced (by American standards) and you can easily split one order of *fajitas* between two people — even three if you're light eaters and really thrifty. Skip the expen-

Las Hadas offers non-stop free entertainment for the resort guests and any cruisers able to 'look the part'. This can be accomplished one of two ways — either the 'gaudy' method or the 'gauche' method.



inexpensive Pulpo (octopus) — uhm, uhm, good!

**#3** If you're tempted by the tantalizing smells of Las Hadas food — resist! Don't eat at any of Las Hadas' half-dozen restaurants unless you want a shocking reminder of home when the bill comes. Five dollar hamburgers, two dollar beers, and, God forbid you should crave a steak and bottle of wine!

If you must eat ashore, take the mile walk through the golf course and eat at one of the Mexican restaurants on the highway. Good food, cheap beer, real Mexico!

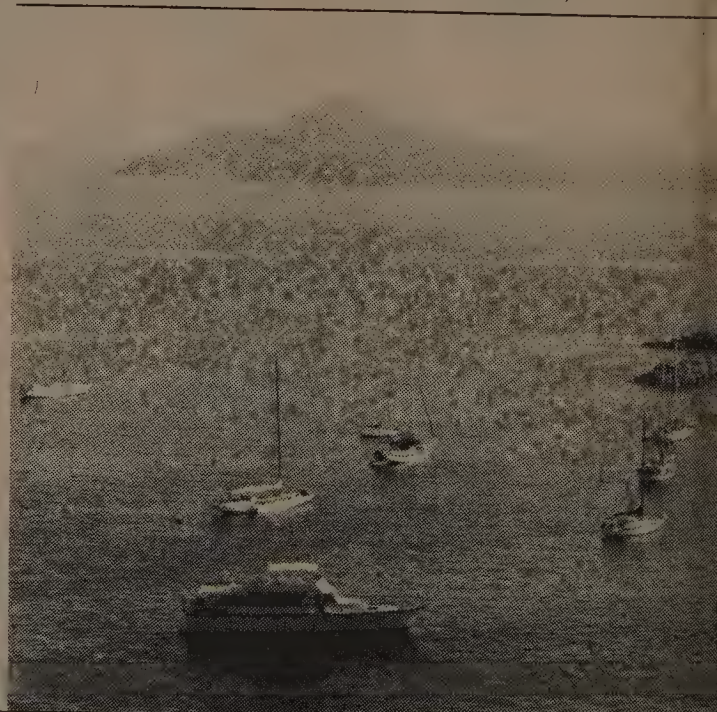
If you're still determined to dine at Las Hadas, try Giovanni's

"Hey you, the gringo with the camera, you want to be on our team?"

sive beer and indulge instead in tall, cold glasses of ice water — the last you'll get if you're heading south.

**#4** And now, the fun really begins.

The 'gaudy' method has some prerequisites. It's most successful if you have a svelt, well-oiled body, dark tan and expensive-looking bathing suit. Just strut around one of the five swimming pools with your own cheap beer supply cleverly hidden in your imitation Gucci bag. (Remember, a





ALL PHOTOS TIM STAPLETON/'MISFIT'

poolside *cerveza* is 4,600 pesos — \$2.25.) If you complete the look with a thick gold chain around your neck and raise your nose about 15 degrees, your air of rich superiority will stump even the Aga Kahn.

Most cruisers, however, find the 'gauche' method more easily accomplished and a lot more fun. The most important item is your matching cotton shirt and shorts outfit. Two 'no-fails' are a loud blue and floral print or a pattern of the word 'Acapulco' or 'Ixtapa' printed several hundred times at different angles — true resort wear!

For added effect try some accessories. A straw hat with a bright bandana tied around it. A pair of glasses with clip-on sunshades. A camera with an 18-inch lens hanging around your neck. A large gold watch

The outer harbor is half the price of the marina.

(Rolex would be ideal, but is optional). And last but certainly not least, new plastic sandals over black socks. Ah, perfection!

Now that you blend into the crowd, you can take advantage of your situation. Tan on one of the lounge chairs reading some-

one's discredited *USA Today* or take a hot shower in the changing room provided at the pool overlooking the Pacific. Check out the Fashion Show on Tuesday nights — lots of beautiful clothes for the ladies and lots of beautiful, bikini-clad models for the gents.

Hungry? Take advantage of the free guacamole served during happy hour at the plaza while you slowly nurse a beer, or try one of the bars offering two for one specials. If you're the athletic type, hang around the volleyball court until someone rents a ball and recruits you as an extra player, or make friends with someone who has rented a windsurfer or Hobie Cat and hasn't the faintest idea of how to sail.

Remember —

you've also got your boat. If you're tied up in the marina, be sure to take full advantage of the situation. Throw a BYOB party in your cockpit and enjoy the live music graciously



"Me? Yeah, I'm rich and famous, not no stinking cruiser."

provided every evening by the Hermosa Cove restaurant. If

With a blue-eyed blonde along, anything can be done in a fraction of the time.

you're in the anchorage, pop some popcorn, tell your friends to bring their own binoculars as well as beer, and settle in to watch the selection offered on the color televisions of the larger powerboats in the marina on the other side of the breakwater — and improvise your own soundtrack!

Ah, Las Hadas, with its limitless possibilities, truly the land of opportunity and luxury. So enjoy yourself, and watch your budget. Send a postcard or two to make friends at home jealous. Then remember why your really came to Mexico, and start cruising again.

— tim stapleton  
and karen munro





# THE RACING

This month we take looks at the **Moore 24** and **Collegiate PCC's**, the **Jr. Waterhouse**, **Elvstrom Regatta**, the **Champion of Champions**, and the **Colin Archer**. We also have stuff on the **Golden Gate Class**, **Bill Lee's new Drumbeat**, the **Admiral's Cup**, the **Kenwood Cup**, **Paul Cayard's latest victory**, and more **Race Notes** than you can shake a hiking stick at.

## Moore 24 PCC's

Seventeen of the 150 or so Moore 24's in the world gathered in Santa Cruz for their five race **Pacific Coast Championship** on May 21-22. Sailmaker Dave Hodges had a comfortable lead after four races, but got caught in a leeward mark logjam as the wind shut down in the last race. Hodges finished that race virtually last in the pack, allowing 17-year-old local hotshot Morgan Larson to win the title. Sailing with Larson were the two owners of the boat (Dave Josselyn and Hank Niles), Josselyn's brother, and Andy Kolb. Phil "Coach" Vandenberg tied with Peter Shorett for second, but beat him on the tiebreaker.

Saturday's three races were sailed in top of the heavy #1 conditions in the fog. "We had to time our tacks: you couldn't see any of the marks until you were near them," said Vandenberg. Gate (or rabbit) starts were used each day, which seemed to work well. The regatta was a tune-up for the upcoming Moore 24 Nationals in Santa Cruz on August 1-5.

1) **Mooregasm**, Morgan Larson, SCYC, 14.75 points; 2) **Karen**, Phil Vandenberg, SCYC, 21; 3) **Moore Animals**, Peter Shorett, SCYC, 21; 4) **Adios**, Dave Hodges, SCYC, 21.25; 5) **Banzai**, Andre Lacour, SCYC, 23.

## TV Guide?

In April, armchair sailors were treated to a half-hour ESPN special on the Congressional Cup. On May 28 — right as we went to press — NBC should have run an hour long special on the Ultimate Yacht Race.

Now then, try to figure this out: While the networks happily allocate relatively big chunks of time (granted, someone's paying for it) to these other two regattas, NBC's

coverage of the 1988 Olympic Summer Games will include a scant 15 minutes of sailing. That represents exactly .013 percent of their Olympic program. While that's four minutes more than ABC offered in 1984 (when our sailing team snared more medals — three golds, four silvers — than any other U.S. team), it still seems to us like NBC could do a little more for our sport.

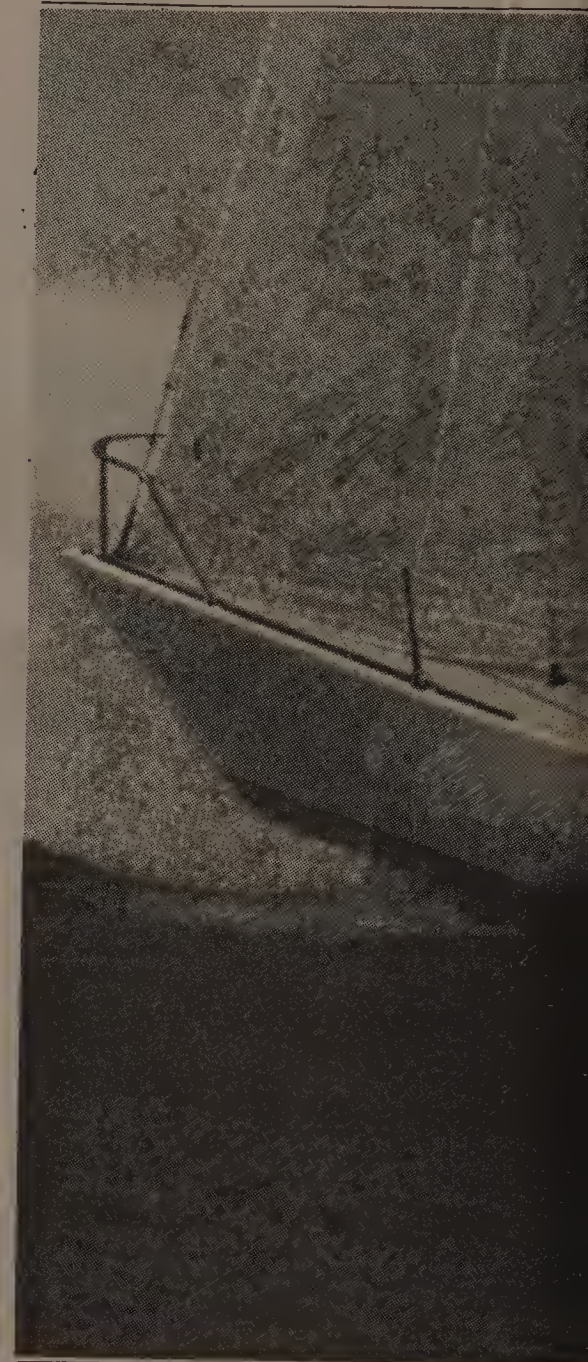
That's also the opinion recently expressed in a slightly huffy editorial in *American Sailor*, USYRU's fine newsmagazine. Labeling the situation a "disproportionate near-blackout of sailing coverage", the editorial urges USYRU members to write a letter of complaint to the man in charge: Terry Ewart, Coordinating Producer, The Olympics, Room 2673C, National Broadcasting Co., 30 Rockefeller Plaza, NY, NY 10020.

If that doesn't get Terry's attention, the next step — a drastic measure — will be for sailors across the country to open their windows at some appointed hour and scream, "I'm mad as hell, and I'm not going to take it anymore!"

## Jr. Waterhouse

Richmond YC's Jr. Waterhouse Race, the second ocean race of the year, saw 36 boats in five divisions head out into a lumpy sea on the grey and misty morning of May 7. The ebb flushed the fleet out the Gate in a hurry; the beat to the Southern Approach Buoy ("A") turned into an easy fetch; the leg to the Western Approach Buoy ("B") turned into a reach; and the 3/4-ounce spinnaker run in was with the flood. The 42-miler was completed by most boats in seven hours — a nice, easy day of connecting the dots in the Gulf of the Farallones.

If any of the bigger boats missed beating



their brains out in the Montara-Farallones Race — which was dropped this year due to the poor IOR turnout — we didn't hear about it. The third race in the spring ocean series, the Memorial Day weekend Corlett Race (to Half Moon Bay via the Farallones on Saturday, boogying on the beach Sunday, and home Monday) will be over by the time you read this. The last race before the mid-summer "break" will be the quintessential Northern California ocean race, the Farallon Island Race on June 18.

MORA — 1) **Bloom County**, Mancebo 30, Carl & Mark Ondry, SYC; 2) **Tamen**, Express 27, Ralf Morgan, RYC; 3) **Anna Banana**, Moore 24, Joe Durrett, NPYC. (14 boats)

SSS — 1) **Quatro Equis**, Farr 1020, Paul Steinert, BYC; 2) **Nidaros II**, Niagara sloop, Bjarne Junge, AEYC; 3) **Tainui**, Newick 40 catamaran, Peter Hogg, CYC. (3 boats)

BAMA — 1) **Defiance**, Cross 32R, Bill Maudru,





'Summertime Dream' gets some air in the recent Jr. Waterhouse Race.

NoYC. (1 boat)

IOR — 1) **National Biscuit**, Schumacher 36, Colin Case, SFYC; 2) **Petrified**, Burns 30, Levin/Moss, EYC; 3) **Petard**, Farr 36, Keith Buck, CYC. (6 boats)

PHRO — 1) **Clipper**, Olson 40, Howard Sacks, EYC; 2) **Camille**, Stewart 42, Bill Permar, SYC; 3) **Ringmaster**, Express 37, Leigh Brite, RYC. (12 boats)

### Elvstrom Regatta

Mike France, a former Finn sailor from Canada, won the St. Francis YC's four race Elvstrom Regatta on April 30 and May 1. France defeated 37 other sailors to earn a spot in the Laser Worlds in Falmouth, England, in August. Coming in second was another Canadian, Jason Rhodes. Local sailors who distinguished themselves

included Ernie Rodriguez in third; Gordon Clute — lately of Colorado — in sixth; Dennis Gruidl in tenth; and Morgan Larson in twelfth.

The Elvstrom, generally considered the premier Laser series in Northern California, turned into a blowout on the first day of racing. As the fleet waited for the start of the second race, the San Francisco Bay Doctor blew in with a vengeance. Half a dozen rigs broke or were tweaked badly in 35-knot gusts, and boats were flipping right and left. According to Gruidl, who admits to being a bit rusty in Lasers, "It was windy as hell; things got pretty crazy. They had to call it off."

The fleet did get off three more races in more moderate conditions the following day. Twenty-five-year-old Rodriguez, a ten time Elvstrom participant and the '85 and

'87 winner, noted, "This one was a lot more competitive than recent Elvstroms." Rodriguez, who's contemplating retiring from the class, would probably have liked to go out in a blaze of glory as the first person to ever win three Elvstroms, but it wasn't to be.

Rodriguez got his revenge on the weekend of May 14-15 in Santa Cruz, where he topped a tiny 13-boat Laser fleet in the NorCals. Ernie won four of five races in "windy, typical Santa Cruz conditions," but says he was chased closely by Kim Zetterberg and Trevor Gleadhill. By winning the NorCals, which used to be the other big Laser event in the district, Rodriguez qualified to race in the O'Day Trophy (the U.S. Singlehanded Sailing Championship). That regatta will be sailed in Sunfishes in Massachusetts in August, a prospect that apparently doesn't do much for Rodriguez — he's looking for a Kenwood Cup ride instead.

Results of the Elvstrom follow:

1) Michael France, NoYC, 12¾ points; 2) Jason Rhodes, RVYC, 14¾; 3) Ernie Rodriguez, StFYC, 15; 4) Mark Brink, CYC, 17¾; 5) Michael Clements, RVYC, 25¾; 6) Gordon Clute, StFYC, 28; 7) Kim Zetterberg, TSC, 28; 8) Phil Graves, KYC, 35; 9) Jean Luc Michon, CYC, 37; 10) Dennis Gruidl, StFYC, 43.

### College PCC's and More

The Collegiate Pacific Coast Championship, hosted by the Richmond YC and held on the Berkeley Circle on April 7-8, was dominated by the Anteaters of UC Irvine. Stanford came in a distant second; both teams qualified to go on to the Collegiate Nationals in June.

The PCC's pitted the five best college teams in Northern California against a like number from Southern California, with the University of Hawaii also joining the fray. The closest and hardest fought battle in the 22-race FJ regatta was for the second qualifying spot. Orange Coast College, on the strength of what is essentially a two-man team (Bob "Peaches" Little and Tim Cassel), almost upset Stanford, which had run away with the qualifying North Series earlier this spring. Stanford won the second place honor in the last race on the water, then survived about five hours of protests to secure their spot in the Nationals.

Sixteen colleges will race the Nationals on June 1-3 at Richmond YC. In addition to the Pacific Coast region (which will be

LATITUDE/ROB



# THE RACING

represented by UCI and Stanford), the other regions and the schools that will attend are as follows: Northwest (U. Washington); Southeast (Tulane, U. Texas); South Atlantic (College of Charlestown); MidAtlantic (Naval Academy, Old Dominion, U.S. Merchant Academy at King's Point); Midwest (U. Michigan, U. Wisconsin, and a third college to be announced); and New England (Boston U., Dartmouth, Conn. College, U. Rhode Island). The larger the district, obviously, the more delegates it sends to the Nationals.

Spectators will be treated to some hot and heavy dinghy action in the three day, 32 race series. Apparently, provisions are being made to take people out to the Berkeley Circle to watch the fun — call the Richmond YC at (415) 237-2821 if you're interested.

In addition to the dinghy Nationals, the women's Nationals were held at Santa Cruz on May 29-31 (only UC Irvine qualified from California; they were represented by Susie

against almost the same colleges that qualified for the dinghy event.

Like they say at the Olympics . . . let the games begin! Next month, we'll bring you results and coverage of the aforementioned three national collegiate championships.

PCC team results — 1) UC Irvine, 48 points; 2) Stanford, 81; 3) Orange Coast College, 85; 4) UC Berkeley, 95; 5) USC, 135; 6) San Diego State, 155; 7) UC Santa Barbara, 159; 8) Cal Poly, 168; 9) SF State, 174; 10) UC Santa Cruz, 186; 11) U. of Hawaii, 192.

PCC individual results — Division A: 1) Jon Pinkney, UCI; 2) Tom Kuhnle, Stanford; 3) Bob Little, OCC. Division B: 1) Nick Scandone, UCI; 2) Tim Cassel, OCC; 3) Dan Buckstaff, Stanford.

## Champion of Champions

Despite being held on May 7-8, 1988, the St. Francis YC run Champion of Champions Regatta is the finale to the '87 ODCA and WBRA racing season. It's an annual regatta that pits the winners of the 37 various classes against each other in a five-race, one throwout Cityfront series. This year, 25 of the champs, ranging in size from an Express 37 to a Cal 20, elected to go at each other.

Good breezes — the main reason the event is held in the spring rather than in the fall — prevailed throughout the weekend. PHRF ratings are used to determine, as the name implies, the champion of champions. Some say the title should be settled in J/24's, or some similar one-design, as the contest arguably boils down to a test of who has the best PHRF rating for the conditions.

Be that as it may, when it was all over but the crying, Chris Baldwin's Express 37 *Mainframe* had "big-dogged" the fleet, winning both Class "A" and overall honors. Ray Delrich drove the winning entry. Second place overall went to the winner of Class "B", Sam Hock's Islander 28 *Jose Cuervo*, which had Scott Easom among the crew. Both winning boats sailed for Sausalito YC.

Results of the weekend regatta appear on the opposite page.

## ODCA Season Openers

The first one design races of the '88 season were held on the weekend of May 14-15, a delightful weekend for sailing. Sausalito YC hosted about half the ODCA classes at Southampton Shoals on Saturday; San Francisco YC did the same at Knox the next day.



We always like to see who's hot in the first few races of the year — we've noticed that the same boats usually pop up in the winner's circle at the end of the summer. It's also interesting to note the health of each class as evidenced by the number of boats on the starting line early in the season.

## OYRA/SFYC

SANTANA 22 — 1) *Seascape*, James Lindsey, RYC; 2) *Diana*, John Skinner, RYC; 3) *Anemone*, Hank Lindemann, EYC. (23 boats)

ARIEL — 1) *Tempest*, Garry Gast, SFYC; 2) *Jubilee*, Don Morrison, RYC; 3) *Pathfinder*, Ernest Rideout, SCYC. (7 boats)

GOLDEN GATE — 1) *Kuuipo*, C.S. Kraft, BVYC; 2) *Pajarita*, Robert MacDonald, BVYC; 3) *Sanderling*, Bob Counts. (4 boats)

MERIT 25 — 1) *Redline*, Jerry McNutt, IYC; 2) *Chesapeake*, James Fair, CSC; 3) *Twilight Zone*, Paul Kamen, CSC. (8 boats)

CAL 25 — 1) *Whimsical*, Stone/Danskin, CSC; 2) *Cinnabar*, Edward Shirk, BYC; 3) *Wiki Wiki*, Dave Corben, CSC. (6 boats)

THUNDERBIRD — 1) *Windjimmer*, James Graham, GGYC; 2) *Crazy Jane*, Doug Carroll, GGYC; 3) *Ouzel*, Michael Sheats, BYC. (6 boats)

TARTAN 10 — 1) *Abba-Zabba*, Matt Copenhaver, SFYC; 2) *Gammon*, Randy Broman, SCC; 3) *QE3*, Dick Bates, SFYC. (5 boats)

OLSON 30 — 1) *Think Fast!*, Albert Holt, MYCO; 2) *Impulse*, Barry Danieli, NoYC; 3) *Vorticity*, Jeff Gething, RYC. (10 boats)

SANTANA 35 — 1) *Swell Dancer*, Jim & Shelley Graham, MYCO; 2) *Tinsley Light*, Henry Grandin, SFYC; 3) *Wide Load*, Samuel Bonovich, MYCO. (9 boats)

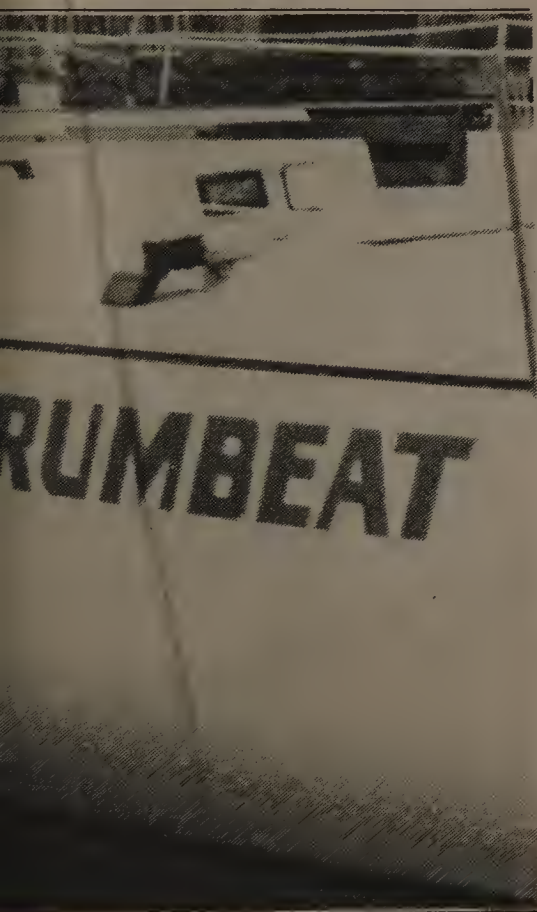
ISLANDER 36 — 1) *Blockbuster*, Bruce Block, SFYC; 2) *Wild Onion*, Allan Schuman, StFYC; 3) *Prima Donna*, Eric Warner, RYC. (10 boats)



Roll another one: the Collegiate Nationals are coming to RYC on June 1-3.

Christensen and Heather Thoma). Last but not least, the team racing National championship held on June 5-7, again at Richmond YC. Stanford qualified for the team competition by winning the PCC team event; Irvine was second. They'll be up





Launch another one: the Wizard of Santa Cruz toasts his latest creation, Don Ayres 'Drumbeat'.

COURTESY GAR

### OYRA/SYC

CAL 20 — 1) Tension II, John Nooteboom, CYC; 2) Upper Bound, Peter Fowler, CSC; 3) Minnehaha, Nancy Palmer, CYC. (12 boats)

J/24 — 1) Grinder, Jeff Littfin, SeqYC; 2) Dejavu, Chris & Phil Perkins, StFYC; 3) The Pig, Hodges/Walecka, SCYC. (25 boats)

SOLING — 1) See-You-In, James Bitter, SFYC; 2) Gael Force, Mark Murray, CYC; 3) Elaine, George Yerves, NoYC. (4 boats)

CAL 2-27 — 1) Temptation, Rollye Wiskerson, RYC; 2) Con Carino, Gary Albright, RYC; 3) Wanika, Steven Wilson, CSC. (14 boats)

CATALINA 27 — 1) Pert, Karl Dake, CSC; 2) Freyja, Ray Nelson, RYC; 3) Wildcat, Ernest Dickson, RYC. (10 boats)

HARKFARM — 1) Cannonball, Rick Schuldt, RYC; 2) El Gavilan, Jocelyn Nash, RYC; 3) Notorious, James Hirano, CSC. (8 boats)

J/29 — 1) J-Spot, Tom Fancher, SCYC; 2) Blazer, L.J.M. Lambert, StFYC; 2)(T) Thrasher, Steve & Nick Podell, StFYC. (6 boats)

CATALINA 30 — 1) Fat Cat, Seth Bailey, EYC; 2) Revision, David Jacoby, MBYC; 3) Thirty-Fifth Avenue, Gregory Greunke, SFYC. (8 boats)

### The Beat Goes On

We somewhat belatedly note that Bill Lee Yachts of Santa Cruz launched their eighth Santa Cruz 70 on April 21. This one, a white-hulled, blue-striped beauty called *Drumbeat*, is for Don Ayres, a real estate tycoon from Newport Beach. Ayres previously owned a Santa Cruz 50 called *Upbeat* and, most recently, a Nelson/Marek

68 also named *Drumbeat*. The previous *Drumbeat*, which Ayres drove to overall victory in the '87 TransPac, now belongs to Mitch Rouse, who renamed her *Barracuda*.

*Drumbeat* didn't linger in Santa Cruz long. She debuted on May 14-15 in the Newport Harbor YC's Ahmanson Cup Series, where she ended up third in the 7-boat maxi fleet. By the time you read this, she'll have competed in Marina del Rey's Cal Cup over Memorial Day weekend, along with two brand-new Bruce Nelson designed, Dennis Choate built sleds — Hal Ward's *Cheval* and Katsuhiko Takeda's *Marishiten* — and ten or so other big sleds.

Lee's business — unlike other Santa Cruz boatbuilders of late — is doing just fine, thank you. His 20-man workforce is already hard at work on SC 70 hull number nine. That one will go to John DeLaura of Los Angeles, who's moving up from a Baltic 37. Hulls #10 and #12 are apparently already

but Lee doesn't yet have a check in hand.

So, if you've got an income like Citizen Kane — and if you want a SC 70 for the next TransPac — you'd better hurry. Just don't use the name we've chosen for our ULDB maxi when we get rich and famous — with apologies to Orson Welles, we're going to name our sled *Rosebud*.

### Golden Gates Alive And Well

Oooops! Last month we briefly noted that the Wooden Boat Racing Association season had cranked up again, but that no Golden Gates had shown up for the opener. In fact, it was the Bird class that was conspicuous by its absence — for reasons that are lost on us (as well as the Golden Gate class), the Golden Gates race in ODCA rather than with their fellow woodies.

And if anything, there seems to be a resurgence of interest in the 25-foot 1934 George Wayland design. Spurred on

## 1988 Champion of Champions Regatta

Division I				
1. Mainframe	Express 37	Baldwin/Saperstein	SYC	3
2. Leon Russell	Express 27	Johnson/Daniels	RYC	14
3. Maybe	J/29	John Williams	SYC	15
4. Tinsley Light	Santana 35	Henry Grandin Jr.	StFYC	20
5. Exocet	J/24	Keith Milne	StFYC	21
6. Prima Donna	Islander 36	Eric Warner	RYC	23
7. Cannonball	Hawktarn	Rick Schuldt	RYC	24
8. Current Asset	Islander 30	John Bowen	IYC	24
9. Top Gallant	Newport 30	Frank Hinman	SFYC	25
10. QE3	Tarten Ten	Richard Bates	SFYC	29
11. Killer Rabbit	Olson 30	William Coverdale	StFYC	47
12. Grand Slam	Cal 29	Fred Minning	IYC	48
13. Chesapeake	Merit 25	Fames Fair	BYC	48
14. Mitre	IOD	Henry Mettler Jr.	SFYC	50
15. Wet Spot	Moore 24	Michael O'Callahan	RYC	53
Division II				
1. Jose Cuervo	Islander 28	Sam Hock	SYC	3
2. Windjimmer	Thunderbird	James Graham	GGYC	12
3. Twisted	Ranger 23	Don Wieneke	SYC	16
4. Hana Pau	Cal 20	Mary Jo Foote	IYC	18
5. Cinnabar	Cal 25	Edward Shirk	BYC	19
6. Alternative	Islander Bahama	Michael Sheets	GGYC	25
7. Il Shay	Catalina 27	John Jacobs	StFYC	30
8. Shay	Challenger	Richard Stuart	SCC	30
9. Mytoy	Ranger 26	David Adams	YYC	37
10. Fledgling	Goldengate	Michael Bonner	GGYC	57
11. Seascape	Santana 22	Jim Lindsey	RYC	80

sold, the former to a potential Whitbread-Around-the-World syndicate and the latter to an unnamed owner. Hull #11, the last one available before the March '89 TransPac cut-off date, is up for grabs. Apparently, half a dozen people have expressed interest in it,

perhaps by Bob Counts' 1980 Singlehanded T-Pac victory in *Sanderling* and Rob MacDonald's 1987 Doublehanded Farallones win in *Pajarita*, the class now regularly qualifies eight boats each season. Recently, two of the "Baby Birds" (the design is a



# THE RACING

scaled down version of the 30-foot Bird class and was originally stuck with this dubious handle) — Tim Donnelly's *Chewink* and Peter Strietman's *Lively Lady* — were totally restored.

One more Golden Gate is available virtually for free to anyone willing to restore it. We're not quite sure how this deal works — the boat must be a real beater! If you're interested, call class guru Bob Counts at (415) 990-7100 for the lowdown. Presently, 15 of the 19 Golden Gates that were built are still in existence; of that number, 12 are in good sailing condition. The class would love to bring that number up to 13.

## Kenwood Cup and Bulb-Mania

The word from our spies in Hawaii is that the Kenwood Cup, which will take place on July 29 through August 13, will feature a lot of maxi's and one tonners, and maybe not that much in between. The literally big news, according to race director Ken Morrison, is that 11 maxi's are now expected. Eight are Frers designs — *Kialoa V*, *Ondine VII*, *Matador*, *Congere*, *Il Moro di Venezia III*, the brand new *Windward Passage*, the mini-maxi *Emeraude*, and *Ragamuffin* (ex-*Bumblebee*). *Sorcery*, the mini-maxi *Winterhawk*, and the relatively new Pedrick 84 *Sovereign* of Australia round out the fleet of seagoing greyhounds.

Most of the maxi's are currently in Southern California getting keel jobs to increase sail carrying ability in the higher winds expected in Hawaii and the Big Boat Series. Apparently *Matador's* new Tripp-designed bulb keel was blazingly fast at the Maxi World Championship in late March in the Virgin Islands. (*Kialoa* won that event and the Paul Cayard driven *Il Moro* finished second — but only after *Matador* broke her boom.) *Matador*, which appears to be outspending her competition as well as outsailing it, went through three keels last year and has been testing each generation of underwater appendages on one-third scale (26 feet) models of their boat. Most of the other maxi's have followed *Matador's* lead and succumbed to what sailmaker Norman Davant calls "bulb-mania," with the majority consulting the main maxi man, German Frers.

Despite all the hoopla about the maxi's, Morrison explained that only eight boats

have actually put cash on the Barienthead for the sixth running of the Hawaii ocean racing event: *Ultimate Challenge*, *Kialoa V*, *Winterhawk*, *Bravura*, *Insatiable*, *Matador*, *Cane Fire*, and *Mauna Lani Flash* (ex-*Libalia Flash*, renamed after the hotel that will sponsor them for the series). "We still expect 45 boats in the series," he claimed.

"We're still hoping for a maxi ULDB class," said Morrison, "Right now, we've got four that say they're coming (*Blondie*, *Kathamandu*, *Marishiten*, and the new Davidson 60 *Jumpin' Jack Flash*). We expect 12 boats from Japan, including the new *Champosa V*, Lowell North's old *Sleeper*, *MiMi* (ex-*Equity*), *Exador*, and the new Farr 40 *Kaitarou*, and a like number from Australia. And we've got 15 One Tonners more or less locked in."

West Coast boats expected to compete in



The 'Biscuit' blasts upwind enroute to an IOR bullet in the Jr. Waterhouse Race.

the Kenwood Cup include *Bravura*, and *Jubilation*, which apparently just pulled into Hawaii after a lengthy stay in Australia. *Blade Runner* and *Tomahawk* are uncertain if they're going, and Randy Short, who's between *Sidewinders*, may or may not charter a boat for the series. We'll keep you posted.

## Colin Archer Memorial Race

The 12th annual Colin Archer Memorial Race, the big regatta of the year for double-enders, was held on Saturday, April 30. Five classes of boats that go both ways competed, as well as a sixth class of Nonsuch catboats that have been adopted by this group. Named after the Norwegian yacht designer





deKervor.

DIV. I (Outboard rudder under 30 feet) — 1) **Mirage**, Nor'Sea 27, Nick Meyer & Sandi Ericksen; 2) **Seaweed**, Spitzgatter, Ed Freeman & Trees Visser. (3 boats)

DIV. II (Outboard rudder, 30-ft to 35-ft) — 1) **Horizon**, Aries 32, Jim Enzensperger & Rob Hobart; 2) **Alia**, Atkin-Archer 32, Jacques F. deKervor; 3) **Charisma**, Traveller 32, Vic Jewhurst. (12 boats)

DIV. III (Outboard rudder over 35 feet) — 1) **Aurora**, Alajuela 38, John Walsh; 2) **Rhiannon**, Ingrid, Tony Rittenhouse; 3) **Raven**, Ingrid, Duane Alexander. (8 boats)

DIV. IV (Inboard rudder up to 35 feet) — 1) **Helgoland**, Flying Dutchman 35, Hans J. Roeben & Sally Huse; 2) **Walrus**, Hans Christian 33, Gary Fitts; 3) **Lady Hawk**, Young Sun 35, Kenneth W. Hall. (9 boats)

DIV. VI (Nonsuch Yachts by PHRF) — 1) **Fast Lucy**, NS 36, Dave Vickland; 2) **Walk Softly**, NS 30, Michael Katz; 3) **Cariboo**, NS 30, Kevin Connolly. (5 boats)

### Admiral's Cup Update

"We're completely serious about winning the Admiral's Cup next time," says San Francisco resident and *Sidewinder* owner Randy Short. Along with Irv Loube (*Bravura*), Roger Livingston (*Lobo*), and Bob Towse (*Blue Yankee*), Short has formed the so-called "1989 Admiral's Cup Committee" to select and train a three-boat team that will travel to England for the prestigious August, 1989, event. Short, the chairman, encourages other boat owners interested in competing for a berth to join the

to show that you're serious about the trip (sponsorship, according to Short, may yet be worked out, but the owner should plan on financing the project anyway). All boats must have hull dates no later than December 1988, and must be prepared to participate in a rigorous training schedule. For the first three months of 1989, all boats will sail together on San Francisco Bay, racing locally and developing sails, rig tuning, and so forth. Then, for the next three months, the process will be repeated in Newport, RI. After that, the team will be selected in June ("purely subjectively") and the final three boats will arrive in England a month early for still more practice.

"We're taking a full America's Cup approach to it this time," claims Short, who's campaigned in the last two Admiral's Cups on two different *Sidewinders*. His latest *Sidewinder* — which is also 45 feet long, but slightly bigger in most categories than his last boat — is currently coming off the Reichel/Pugh design boards; no builder has been selected as of the moment.

Two changes in the Admiral's Cup format mean that the optimal structure for the upcoming series may be two big boats and only one One Tonner, instead of the other way around. A fourth inshore buoy race has been added, thereby changing the weighting of inshore to offshore races to 50/50. Also, the Channel Race will use designated marks this time, allowing the race committee to pick an upwind course two hours before the starting

Victorious Archers: (l-r) John Walsh Jr., John Walsh Sr., and Lon Woodrum of overall winner 'Aurora'.



who pioneered the development of heavy displacement double-enders several million years ago, this Encinal YC sponsored event has always been an excuse for owners of Westsails, Hans Christians, Alajuelas, Nor'Seas, Ingrids and the like to get together for some intentionally low-key competition and partying.

The 49-boat fleet chugged around the course — a lap around the center of the Bay, ending with a run down the Estuary to EYC — in good time. "These boats need a lot of wind to move, and this year they got it," commented organizer Stan Tice of the windy, but uneventful, race. The winner of the Colin Archer Memorial Trophy for first overall was *Aurora*, John Walsh's Alajuela 38 out of Tiburon YC. The trophy for the first wooden boat to finish went to *Alia*, an Atkin-Archer 32, sailed by Jacques

committee before the July 1 deadline.

Requirements are simple: a \$25,000 performance bond will be tendered to USYRU

gun. Both changes should favor larger boats.

Short stressed that he and Loube will absolutely not put themselves on the team



# THE RACING

automatically: "We can't afford to be self-serving about this. It's a new approach; a lot of people are watching. Why we recently received a press release from Campaign Bravura entitled 'Bravura(tm) makes U.S. Admiral's Cup Team' is a mystery. It began, 'The International Amateur Sailing Foundation (I.S.A.F.) announced today that Bravura(tm), the Foundation's Farr One Ton, had been selected as a member of the 1989 U.S. Admiral's Cup team.'"

Whatever the case, we'd bet the ranch that both *Bravura* and *Sidewinder* will make the team. As for the third boat, who knows? Both Livingston and Towse are making noises about a new 45-footer, but as of yet no one in the country is building a new AC boat.

## Stone Cup Results

(See related picture essay on page 138.)

IOR DIV. I (One Ton) — 1) **Pendragon III**, Davidson 40, John MacLaurin, StFYC, 5¾ points; 2) **Bravura**, Farr 40, Irv Loube, StFYC, 6½; 3) **Pacific Sundance**, Farr 40, Arthur Morgenstern, SBYRC, 12; 4) **Skedaddle**, R/P 40, Lee Otterson, SFYC, 13; 5) **Jazz**, Beneteau One Ton, Roderic Park, RYC, 14. (8 boats)

EXPRESS 37 — 1) **Secret of Nimh**, Evan Dailey/Tad Lacey, SFYC, 2¼ points; 2) **Foghead**, James Brown/Ray Delrich, RYC, 11; 3) **Frequent Flyer**, Ted Hall, StFYC, 13; 4) **Pazzo Express**, Bill Ormond, StFYC, 13; 5) **Ringmaster**, Leigh Brite, RYC, 17. (14 boats)

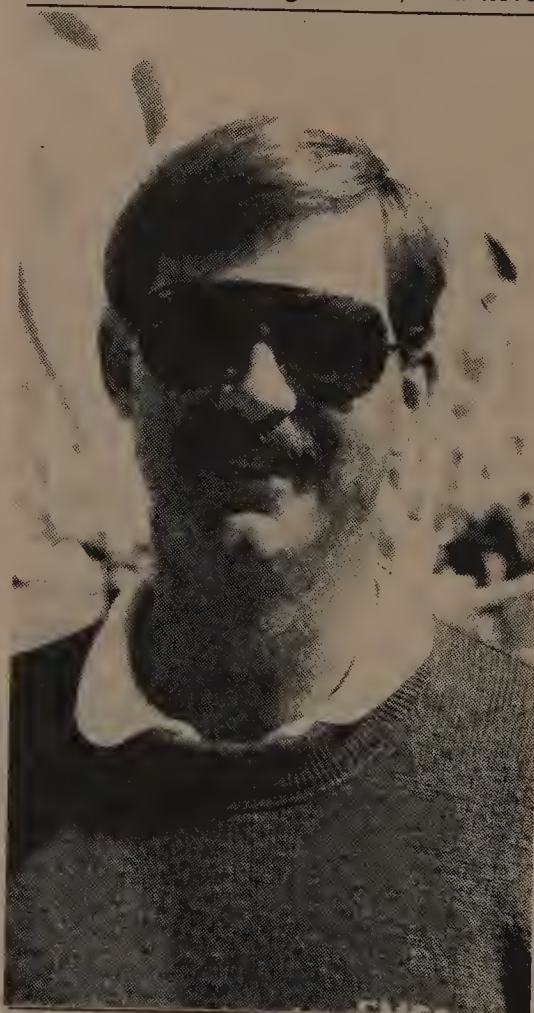
IOR DIV. II — 1) **High Risk**, Smith 43, James Mizell, StFYC, 3½; 2) **Leading Lady**, Peterson 40, R. Klein/S. Reisch, RYC, 8; 3) **National Biscuit**, Schumacher 36, Colin Case, NYYC, 9; 4) **Annalise**, Wylie 34, Paul Altman, IYC, 13¾; 5) **Wildfire**, Ranger 37, John Clauser, BYC, 16. (16 boats)

IMS — 1) **Pearl**, Olson 25, Bill Riley, SYC, 2¼; 2) **Witching Hour**, Olson 25, Keith Moore, NoYC, 10; 3) **Equanimity**, J/35, Randy Paul, SCYC, 11; 4) **Hobbes**, J/35, Don Trask, StFYC, 11; 5) **Screamer**, Capo 30, Dick Horn, RYC, 11. (9 boats)

## Cayard Wins Grundig Cup

San Diego's Paul Cayard hit the jackpot in Maxime, France, several weeks ago. Sailing in his third Grundig Cup (he's previously finished second and third), Cayard defeated New Zealand's Chris Dickson in the finals to claim the \$100,000 first prize. Dickson collected \$25,000; third place finisher and still reigning world match racing champion Peter Gilmour netted \$12,500; and fourth place finisher Rod Davis likewise collected \$12,500.

Cayard won his semi-final match against Gilmour in a violent way: Gilmour wiped out two spreaders on Cayard's Jeanneau 37's mast in a flagrant port/starboard conflict and was "black-flagged" out of the regatta. Cayard then won the \$100,000 winner-take-all final heat despite being in pain from chipping two teeth on his boom with 13 minutes to the all-important start. Mainsheet man Craig Healy — who moonlights as a dentist — apparently looked into Cayard's mouth, decided he'd live, and that for \$100,000 they should race no matter what. As it turned out, Dickson fouled Cayard and had to do a 270 degree turn, and never



John Koliu has plenty to smile about these days.

really got back into the race.

Sailing with Cayard, who collected \$40,000 for his efforts, were Healy, Mark Rastello (tactician), Russ Silvestri (trimmer), Mike Pentacost (bow), Todd Cozzens (the 265 pound "commodity"), and Tom

Ducharme ("piano", i.e., the stringpuller between the pit and the mast). Each of the six crew earned \$10,000, but if you know them, don't expect to be taken out to dinner with their paycheck. The money is funnelled through USYRU — which protects the players' amateur status — and is supposedly only collectable as expense money for future regattas.

In other Grundig Cup action, J.J. Isler and her all-woman crew defeated her husband Peter. We honestly don't know anything about their race, but we'll bet they'll be rehashing it for a long time.

Elsewhere on the World Match Racing circuit, John Koliu won the Citizen's Cup in Stewart 34's in New Zealand in late April, barely defeating John Bertrand. Each of the former *America II* sailors finished with a 7-2 record, but Koliu, who beat Bertrand in their match-up, won on the tie-breaker. For Bertrand, this must be getting a little frustrating: it's the second regatta in a row that he's finished as a bridesmaid after tying with a 7-2 record (March's Congressional Cup was the other). Chris Dickson came in third, Peter Gilmour was fourth, and Dickson's father Roy — who won the sailoff to be the local representative — was fifth in the ten boat fleet.

Chris Dickson also won a new match race series — one which may join the circuit next year — in Yugoslavia in April, apparently collecting \$30,000. Gilmour again finished down in the fleet, a position he's inexplicably been occupying lately after dominating the first four races on the World Circuit. Only the King Edward VII regatta in Bermuda in July is left (late May's Royal Lymington Cup in England was over too late to report on) before the big event, the World Cup of Match Race Sailing in Long Beach in August.

## Race Notes

Long Beach YC's **Long Beach Race Week** will occur on June 9-12. So far, 32 entries have been received. Northern California entries that we've heard of include *Bravura*, *Bodacious*, *High Risk*, *National Biscuit*, and *Skedaddle*. According to a spokesman for LBYC, there'll be divisions for maxi's (only *Kialoa V* and *Sorcery* are expected), ULDB maxi's (if they're not too burned out after the Cal Cup), three IOR





LATITUDE/JR

The Moore 24 'Wet Spot's chances of winning the Champion of Champions dried up as their chute blew out.

classes, and one-design classes for J/35's and Schock 35's. Both of the latter two classes will go at it again later in the month at **Audi Sobstad Race Week**, the PHRF and one-design event held June 23-26 in Long Beach.

Something called the **Super Cup Yachting Challenge** is tentatively scheduled for August 27th on San Diego Bay. The whole deal is still being worked out, but the idea is for eight teams to race International 14's in a two-hour, four-race event held just 25 yards from the onshore viewing area. Onshore commentators and celebrities will provide insight and color commentary. The extravaganza will supposedly be free — bring your own beer and binoculars. The event bills itself as "America's first spectator-oriented yacht race" and claims to be "all in the name of charity", although their press release doesn't specify which charity.

Principal organizer Keith Cruickshank hopes to tie the Super Cup into San Diego's Waterfront Festival to be held the week prior to the America's Cup match. "Our intention is to provide a premier showcase of dramatic yachting and to make the sport more accessible, visual, and understandable," claims Cruickshank. Like the America's Cup, we'll believe it when we see it.

Encinal YC hosted the annual **Laser North American Masters Regatta** between May 11-14. After eight races, Toronto's Peter Seidenberg, a two-time past winner, once again emerged as the top Master (45 to 54 year old category) despite dismasting in one race. Ted Moore of Marblehead, Mass., won the Apprentice class (35-44); Jack Swenson of Palm Beach, FL, took the Grand Master division (55 and up).

Latebreaking word from the international match racing circuit is that Peter Gilmour just won the **Royal Lymington Cup** in England. Following Gilmour in the close regatta, which was sailed in 33-foot fractionally rigged Westerly Fulmars, were Chris Dickson, Eddie Owens, and Tim Law. The only American in the nine-race series was jetsetting **John Koliuss**, who finished down in the pack, thus ending a hotstreak that included wins at the Citizen's Cup and the Ultimate Yacht Race.

Japan's Nippon Ocean Racing Club recently announced a new event scheduled to begin on April 22, 1989. Called the **Auckland-Fukuoka Yamaha Cup Yacht Race 1989**, the 5,500 mile race consists of three legs: Auckland, N.Z., to Fiji (1,150 miles), Fiji to Guam (2,700 miles), and Guam to Fukuoka, Japan (1,650 miles). Vessels completing all three legs within specified time limits will receive a subsidy of

one million yen (about \$8,000 these days), and will be required to haulout and display their yacht at the Asian-Pacific Exposition (APE?) in Fukuoka. (We blew up our \$3.00 inflatable globe and, yes, there is really a town called this — how you pronounce it is anyone's guess.)

**Challenge '88**, a state-of-the-art Bruce Nelson one-tonner, was launched in Florida several months ago. Built by Kiwi boats for a syndicate headed by John Uznis, the light, titanium-equipped 40-footer hopes to retrieve the Canada's Cup, a match racing trophy between the U.S. and Canada that's been sailed on the Great Lakes since 1895. **Challenge '88** was built specifically to wrest the C-Cup away from our neighbors to the north — who've hoarded it for the last decade — in the four-out-of-seven series to be held between August 20-28.

The tenth annual **Oakland-Catalina Race** has 46 entries as of mid-May, with more expected before the June 28 cutoff. Big boats currently signed up in the July 4th event include *Mongoose*, *Pyewacket*, Sy Kleinman's Frers 58 *Swiftsure*, two Big Macs (*Zeus*, *Fast Track*), and five Santa Cruz 50's (*Acey Deucy*, *Allure*, *Deception*, *Emily Carr*, *Hana Ho*). There are currently two Express 37's entered (*Morningstar*, *Blade Runner*), with several others committed.

The race, which is hosted by Metropolitan YC of Oakland with assistance from the Navy YC of Long Beach, has been expanded to include a multihull division. Other classes are PHRF, cruising (non-spinnaker leaving July 3), and IOR.

A bunch of us here at *Latitude* are really looking forward to this one. For details on the Catalina Race, call Margaret Fago at (415) 523-4388.

For those who didn't get their fill of racing in the coastal event, there's the Navy YC of Long Beach's **Homeward Bound Race** (Catalina to Long Beach) on July 9. That race — as we understand it — is open to anyone, not just participants in the Catalina Race. Call Mig Krueger at (714) 821-6278 for more information.

Santa Cruz boatbuilder **Ron Moore** is the only Northern California sailor we're aware of that participated in the recent **Ultimate Yacht Race** in Corpus Christi (see related feature article). Moore sailed on *Blue Bayou*



# THE RACING SHEET

II — a modified Moore 30 that he built — and was totally stoked by the whole event. “It was the best regatta I’ve ever been in,” claimed Ron, “This is the dawn of a new era — professional sailing is here to stay.” In addition to cranking out the occasional Moore 24 or Mercury, Moore is currently working on another 30 that should be ready for next October’s Ultimate race back in Mystic, Connecticut.

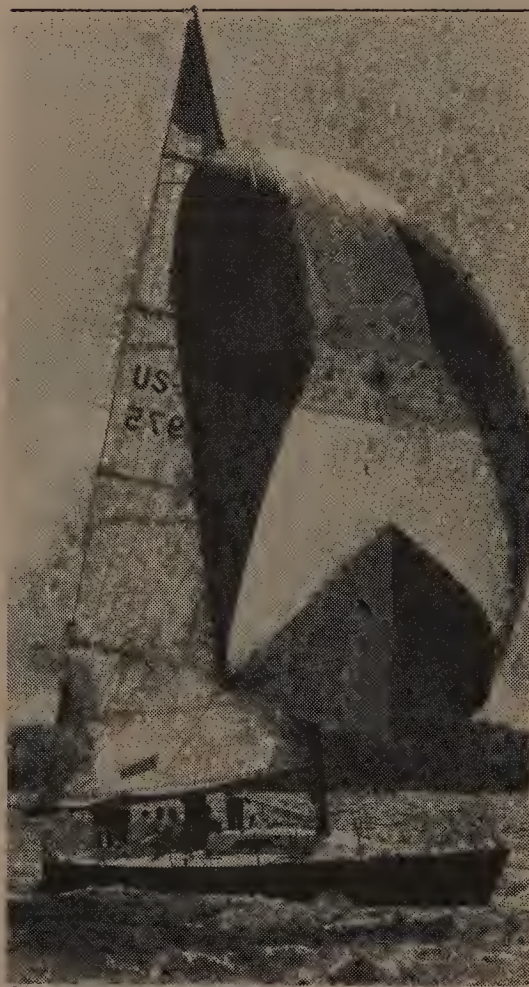
**Commodore Tompkins**, who was at the Ultimate to help out with the TV coverage, wasn’t quite as blown away by it. “I went down to Texas because I was interested in seeing if you could really make a living on the new pro circuit,” said Tompkins, “The answer at the moment is ‘no’: the sponsorship’s just not there yet. I was impressed, however, that the organizers actually pulled the regatta off, even though it didn’t meet my expectations.”

**Race Fest Hawaii** — “an international ocean sports festival of speed, sport, and spectacle” — has been announced for January 5-15, 1989. The hopefully annual event will feature offshore power boat racing, outrigger canoeing, ocean kayaking, and a Formula 40 World Championship regatta. According to Cam Lewis, President of the U.S. Formula 40 Class Association, “What better place to hold the first major Formula 40 competition outside of Europe?” We’ve got to admit, the thought of sailing — or just watching — F-40’s sailing off Diamond Head gets our adrenaline going.

Corinthian YC’s **Ed Kirwin**, who’s won more than his share of hardware locally with his Pearson 10 M *Olias*, came up on the short end of the stick in May’s USYRU sponsored **National Offshore Championship** in Annapolis. How short did our Area G representatives come up? According to crewmember Dave Wilhite, “We came in last — we had a lot of problems and some bad luck.”

Mason Chrisman and a team from Charlestown, South Carolina, won, followed by a contingent from Milwaukee and, in third, the cadets from the Naval Academy. Sandy Purdon, representing Southern California, was sixth. Eleven teams from various USYRU regions around the country sailed the Academy’s aging Luders 44’s in the five race, light air series.

The local 30-plus **Etchells 22** class is in



‘Bravura’: Long Beach Race Week, Kenwood Cup, Big Boat Series . . . Admiral’s Cup?

the middle of their 12-race weekend season. This healthy, independent class regularly turns out 15 boats on the starting line; the Memorial Day Volvo Regatta — which will double as their PCC’s — is expected to draw 30 boats.

Yacht broker and class newcomer Chris Boome, whose Etchells is so new that it’s still unnamed, looked good in his class debut, beating a 10-boat fleet in a Sausalito YC sponsored two-race tune-up regatta on May 1. Coming in second were Jerry Rumsey and Chuck Mohn, sailing Hank Easom’s 600, with Rob Anderson coming in third. On May 14, 17 boats got together for a three-race Richmond YC regatta, which Bill Barton won with his *Mr. Natural*. Second went to Hank Easom and Chuck Mohn on 600; Vito Bialla on 523 was third.

The news on the sledding grapevine is that **Mitch Rouse** has commissioned John Reichel and Jim Pugh to design his new sled. It’ll be the San Diego duo’s first stab at a ULDB maxi, but if it’s as fast as their other creations this will be a boat to watch. Esprit Yachts, also of San Diego, will build the newest addition to the ever-increasing sled population. Rouse currently owns the N/M

68 *Barracuda* (ex-*Drumbeat*).

Okay, okay. Last month, we wrote that the 78-mile Ano Nuevo Race was the longest ocean race left in Northern California. It made sense to us, as the macho ocean races — the Buckner, the Waterhouse, the Montara-Farallones — have all gone the way of the buffalo and the bald eagle. Turns out we forgot the **Boreas Race**, which at 84 miles can claim the distinction of being the longest blue water event we have left. That race, from StFYC to Moss Landing, starts on July 2. Call Joan Powell, (408) 724-3875, for more info.

While we’re on the subject of long distance races, don’t forget the longest inside-the-Gate race we have, June 25’s 140-mile **Stockton-South Tower Race**. Call Sally at (415) 444-4321 for details. Then, on July 16, fans of overnight racing have the popular 80-mile **Silver Eagle Race**.

As expected, Richmond YC’s **Jim Dewitt** won both races of the **Jesse L. Carr Qualifying Regatta** on May 21. The regatta, a “masters” event sailed in J/24’s on the Knox course, pitted four yacht clubs against each other to determine who wouldn’t go to the June 17-19 finals up in Vancouver, B.C. Finishing behind Dewitt — and also qualifying for the road trip — was Sausalito YC (Noel Wilson) and Presidio YC (John Rolien). Charles Wilson and the Diablo Sailing Club will have to wait for next year.

The first ever **Long Beach to Kauai Race**, which was scheduled to start on June 25, has been cancelled. According to a spokesman for the Long Beach YC, only two entries were received (*Cheetah* and *Christine*). The official word is that the race was cooked up too late to properly promote it this time around, and that its premature demise had nothing to do with competition from the Pacific Cup. (Why the two races don’t get together remains a mystery to us.) Anyway, LBYC is planning to take another shot at the Kauai race in 1990.

A moment of silence for yacht designer **Ben Lexcen** (formerly Bob Miller), who died of a heart attack last month in his hometown of Sydney, Australia. Lexcen, 52, was best known for designing the winged-keel 12-Meter *Australia II*, the boat that ended our 132-year America’s Cup winning streak.



# THE WORD IS OUT.

"My new spinnaker was very fast...our downwind speed was clearly improved, helping us win the series."

*Wyatt Mathews, FAST FREDDIE, Olson 25*

"The sail shapes are excellent...tailored to my exact sailing style... I'm impressed with the finish work and attention to detail."

*Malcolm Park, JAZZ, Custom 1-Tonner*

"I really appreciate the personal attention and interest everyone showed in getting my boat ready for a winning season...I hope!"

*Fred Voss, SEA PEPTIDE, Express 34*

"We won our first race with the new sails by over five minutes... the fact that they look great too, is frosting on the cake."

*Joe Kitterman, ALCHEMY, Olson 25*

"Thanks for the great service...you picked up the torn sail on Wednesday and returned it to the boat in time for our practice Friday afternoon...that's hustle."

*Bill Hoffman, STUDENT DRIVER, Express 27*



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# CHANGES

In **Changes** this month, we have reports on **Storm Passage's** robbery at Cedros Island; **Chartering in Chile**; the **Panama Canal**; **Captain Musick** in Acapulco; **Irene Flack** on heads; **Faith** in Florida; cruising **South Africa**, and **Cruise Notes**.

## Robbed At Cedros Island Storm Passage — Alberg 29 Allan Bailey and Stella Buss (Victoria, British Columbia)

A pleasant winter cruise to Mexico turned sour for Canadians Allan and Stella when they were robbed aboard their boat while anchored at Cedros Village during the early morning hours of April 25. The two Mexican culprits, who had been armed with a rifle and two knives during the three-hour robbery, were apprehended but later let free on bail.

Allan and Stella had left Cedros Village the day before, but returned after being driven back by strong winds and heavy seas at the north end of the island. While sleeping aboard their boat at 0100, they heard a thump against the hull. When Allan got up to investigate, there were two Mexicans in a panga — later found to have been stolen —

Mexican with the rifle took up a position in the cockpit, while the other, who appeared to be the leader, joined Allan and Stella in the salon.

Stella, who, like Allan, is 42-years-old, recalls the leader's demeanor as being "really wild". Repeatedly during the three-hour robbery he said, "Yo crazy" — "I'm crazy." Stella concludes "he must have been on drugs," because when seen later on several occasions he was "very mild."

Although there was a language problem, gestures and pantomime enabled the thieves to indicate what they wanted: money, cocaine, pistols and jewelry. Unfortunately for them, there was only a little money and jewelry about the boat. For the duration of the robbery the Mexicans refused to believe it. From time to time the leader would angrily stab his knife into the boat's overhead to express his displeasure.

Obviously it was a traumatic experience for the Canadians. On the wrong end of a rifle and two knives, they had no way of knowing whether they'd just be robbed or killed, too. Stella's early objection to one of the Mexicans demanding her prescription sunglasses ended with the thief becoming enraged. From then on the Canadians figured the only way to save their lives was to be as submissive as possible.

Displeased by the lack of money, coke, pistols and jewelry, the Mexican robbers resorted to taking anything of value: radios, clocks, barometers, charts, the liferaft, small items of food, and nearly all the clothes. The second, less enthusiastic robber, finally drew the line at the sails. He couldn't figure out what the hell they'd do with them. They did use the sailbags, making Stella hold them open, to pour all the goodies in. When they stooped to taking things like a half-knitted sweater and yarn, the Canadians felt it had become as much an act of vandalism as robbery.

About \$6,000 worth of goods were taken.

At the conclusion of the robbery, Allan was bound, gagged and thrown into the



v-berth up forward. It was Stella's turn next. She says she was touched, but because she was bound up and the Mexicans were in a hurry, she wasn't really sexually assaulted. The Canadians were left locked inside their own boat.

In less than half an hour, Allan was able to untie his hands and get both of them free. But they couldn't figure out what to do next. With the town's generator shut off for the night, there was just one light on shore. They had no way of knowing whether it was the robbers. Deciding the best thing was to do anything positive, they began making a list of the items that had been stolen.

Early the next morning an American powerboat, *Como No?* pulled into the anchorage. With no clothes left but one pair of Stella's pajamas and jogging pants, the Canadians hailed the powerboat. Although owned by Americans, a Mexican by the name of Marcos is the captain. After providing them with clothes, Marcos took them ashore to make a report to the Port Captain



TIM STAPLETON

Allan and Stella back in San Diego after being robbed at Cedros Village.

pointing a rifle at him. *Storm Passage* was the only boat in the anchorage at the time.

After boarding the Canadian boat, the





LATITUDE/RICHARD

Once in Ensenada, the Canadians — along with the two prisoners and their gear — were taken in a paddy wagon to the federal police building. There they waited for hours and hours and hours. Finally they began to get angry, for they'd been forced to leave their boat unattended in the poor holding ground of Cedros Village. Finally a detailed statement was taken from them and from the prisoners. Then the officials went through all the stolen goods in an unpleasant manner. Stella remembers that they seemed to fondle the radios and take no small pleasure in poking through all their possessions.

After all the statements were taken, Allan and Stella were left believing that the robbers would spend a month in jail before coming to trial, and that for such a serious offense they'd probably receive a 30-year sentence. After being the victims of an armed robbery in a foreign country, the predicted sentence seemed to fit the crime.

Because engine trouble delayed their flight to Cedros by a day, they found a newspaper that reported the robbers had been released on bail. Once again they became concerned for their safety. Back in Cedros, newly-made Mexican friends told them that while the thieves would probably never be caught, it was unlikely they'd ever return to Cedros Village either.

In general, the villagers — even the other hoods that had been picked-out for the lineup — were apologetic about the incident. Several said that the people who come from Mazatlan weren't the best in the world. A few were also upset with the way the prisoners had been treated by the 'mayor' and how they'd been released from jail. They promised to complain to higher-ups in order to have the mayor removed.

The armed robbery has certainly tainted Allan and Stella's feelings about travelling in Mexico — and travelling in general. "We just want to go home," Stella said. Late in May the boat was trucked to Seattle.

In retrospect, the two felt there was nothing they could have done differently. Even if they'd been armed, they feel the result would have been the same. For the rest of the trip back to San Diego, they couldn't help but be terrified when approached by Mexicans. When six panga fishermen came alongside at San Martin,

Does your water taste like shit? Does your diesel sputter? If so, you might have topped-off from this tank.

Allan and Stella. In the police station and perhaps no longer under the influence of drugs (he'd not been drunk during the robbery), he displayed an entirely different personality.

Up until this time, Allan and Stella felt the situation had been handled as well as possible by authorities. Then things took a turn for the worse.

A man who identified himself as the mayor of the village said they would have to fly to Ensenada with all the stolen goods and make a report, and that Stella and Allan would have to pay for the flight. The plane trip itself was nerve-racking, for the two prisoners, although handcuffed, were allowed to walk about the plane unescorted. The twin prop plane was filled with about 50 other Mexicans in a festive mood; most had brought along personal supplies of beer to celebrate the trip.

and police.

In just a matter of hours, Allan and Stella were called back to see if they could identify any of the local hoodlums who had been rounded up for the occasion. They had no trouble picking one out as half of the robbery team. Police work in Mexico is not exactly the long, painstaking thing it is in the United States. Having identified the one robber, the police chief confidentially told Allan and Stella that the second robber, whoever he might be, would be apprehended that evening. Thanks to advanced interrogation methods, which the Canadians were led to believe include torture, the chief was as good as his word.

While the *Storm Passage* was guarded by a marine, the police arrested a Mexican who had arrived only five days earlier from Mazatlan. He took them to a cave along the beach where 95 percent of the stolen goods were recovered. Allan and Stella's wedding rings were never recovered.

The next day the 'leader' was identified by



# CHANGES

they shooed them away. They knew it was wrong, but they couldn't help it. Until San Diego, they locked themselves in their boat each night.

Yachties have rarely been the victims of armed robbery in Baja. The last occasion we can recall was a robbery and murder in Turtle Bay some four or five years ago. Once again, the perpetrator was not a local, having recently returned from living in Los Angeles. Alcohol was involved in that incident. For those who want to be on the safe side, don't anchor alone. It's *Latitude's* opinion, however, that Mexico, and Baja in particular, remain an extremely safe place to sail.

— latitude 5/19/88

## It's Chile Down There Chartering South America Bob & Gail Jensen (Ukiah, CA)

While staying aboard the *Columbia 50*, *Simoon*, we then owned in Hawaii, Gail and

Bob Jensen floating before the San Rafael Glacier, one of the many in Chile.



BOB JENSEN

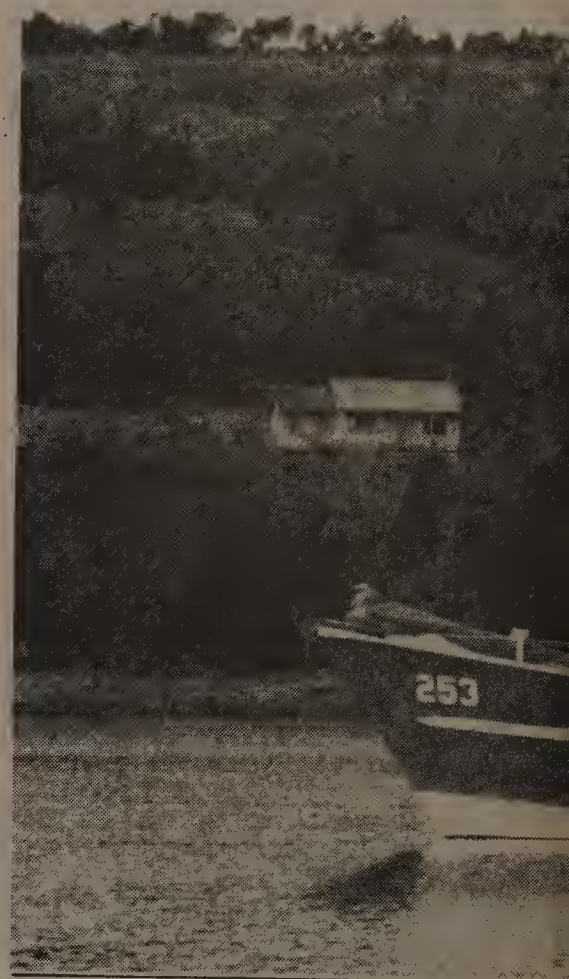
I had a chance to meet Volkert & Rondi on *Sundowner*, a German boat that had just arrived in the Islands after sailing to Antarctica and Chile. They reported that cruising Chile was enjoyable and that a gentleman by the name of Harald Frey chartered his 55-ft steel ketch in the desolate southern reaches of that country.

We would later learn that Frey built his ketch, named *Chonos* after archipelago he mostly sails, with the object of doing research for the University of Chile. The sturdy vessel is equipped with a 671 GMC, a Mercedes generator, and has radar, sonar, a recording depthsounder and radios that include a Kenwood 430 ham set. Unfortunately for Frey, after *Chonos* was completed the University of Chile ran out of research funds. Thus he was forced to seek other sources of revenue for the boat. In addition to chartering, he makes money by conducting chart-making expeditions.

After obtaining a *Chonos* brochure from Volkert, we dropped Frey a note about the possibility of a charter. We received a very nice letter in return from Frey, who had to have help with his English from a physician friend. We finally decided on a month charter from January to February — mid-summer in the Southern hemisphere. Fortunately, Ray and Rina Puser, friends from our hometown, were able to join us on the adventure.

Our trip started with a 22-hour flight to Santiago. It was such a bore that it took us two days in the capital of Chile to recover. From there we'd planned a 600-mile bus trip to Puerto Montt, where the charter was to begin. Regrettably, our reservations were cancelled because nobody had informed us it was necessary to prepay for the tickets. Luckily we were able to book a flight. The day before our charter started we stayed at the Ralun Hotel near Puerto Montt. Next time you're down that way be sure to check in; it had the nicest accommodations we've ever seen.

Boarding *Chonos* we were somewhat surprised to learn there was a crew of four to take care of our charter group of four. This included the captain and owner, Harold Frey, a tall, lean man in his 50's; his daughter, Karen; Silvia the cook and Dr. Herman Schramm. The doctor had taken a month off from his practice to serve as the



interpreter — and to have a vacation.

The crew did a fine job. Captain Frey, having worked and cruised these waters for the last 40 years, knew all the neat, well-protected anchorages. Dr. Schramm spoke English well, had a fine sense of humor and informed us of pertinent and interesting facts throughout the trip. We're lucky he was along as our Spanish is non-existent. Silvia and Karen did an excellent job in the galley. Every day there was breakfast, lunch and dinner, with tea and crumpets midafternoon.

Starting at 42° S at Puerto Montt, we cruised down through the Golfo Corcovada, Canal Moraleda, and the various channels to the Laguna San Rafael at 47° S. As we entered channels the barometer would plummet from time to time, auguring cold rain, wind — and good sailing. At 40 tons, *Chonos* proved to be a very stiff boat under sail. In light winds we motored.

Sheltered from the big seas of the Southern Ocean by scores of offshore islands, we enjoyed flat water, good wind, protected anchorages and some of the most spectacular scenery we've ever seen. And having made a number of cruises from New Zealand to Alaska on our boat, we've seen a





BOB JENSON

The sturdy former research vessel 'Chono' is now available for charter in Chile.

few things.

During the early part of our voyage we met a few fishermen and were able to speak with them through Dr. Schramm, our interpreter. As we got farther south, we hardly saw any people. During the month-long trip we encountered only five other cruising yachts: three were from Chile, one from South Africa and one from Germany.

Typically, our anchorages would include steam baths, trout fishing, digging for butter clams and hiking.

Certainly the highlight of the trip was the San Rafael Glacier. It took two weeks to get there, often through driving rain, but once we arrived the sun broke out and the sight was breath-taking. The 15-mile-long by two-mile-wide glacier fills the valley between two mountains. Sweeping down into the deep waters of a lake, it formed a soaring cliff over 100 feet high. The glacier's variations of color and texture kept us spellbound for two days.

The first day we kind of went beserk and shot eight rolls of film. That night we went up a little river to get away from the ice flow. About 0200 some small bergs bumped into the hull as the tide changed. There was no damage, but it was kind of exciting. The next

day we were back in Laguna San Rafael.

Drifting about the Laguna were dozens of large ice bergs whose colors and textures varied with their stage of disintegration. The new ones had bold, clear-cut outlines often showing the same as the glacier face. The older ones were fuzzy at the edges as a result of partial melting. Chunks of ice fell off the glacier constantly. We're not talking about ice cubes, either. At least once an hour a piece as big as a highrise building would crash into the water.

Navigating in and out of the Laguna was no simple feat as the channel in the river couldn't be seen and wasn't marked. This is where the sonar came in handy. Nonetheless, all through the trip our captain was extremely cautious. No channel was done by chance and every leg was measured for course and distance. When staying for the night, two lines were run ashore to complement the anchor that had been set. Despite the lack of navigation aids and incomplete charts, we felt as though we were in good hands.

An extra dimension to the trip was the

Kenwood 430 radio aboard. It was used by the captain for copying CW weather, for daily contact with his wife in Valdiva, for forwarding his location to the Chilean Army Radio and for ham contacts with Peter, the South African cruiser. In the evening I was able to use the radio for contacts with my ham friends in Ukiah and for talking with our children and friends. I brought dipoles with me to improve Frey's antennae, but to my surprise I could not improve on his longwire.

Southern Chile may be one of the lesser-known places for great cruising. If anyone is interested, Harald Frey can be reached at Post Office Box 352, Valdiva, Chile.

Next trip: Florida to Boston aboard a friend's boat.

— bob jensen 4/23/88

## What About The Panama Canal? Colon to Balboa, Panama

Lu Dale of Newport Beach had been through the Panama Canal on pleasure boats nine times. Like everyone else even thinking of heading in the direction of the Canal, she was concerned whether her tenth transit, in early May, would be smart and safe. Afterall, there's been a little bit of friction between the United States and Panama recently. And that's putting it mildly.

Specifically, a United States grand jury indicted Panama's *de facto* leader, General Manuel Noriega, on drug-trafficking and money-laundering charges. According to a former member of the United States Security Council, the evidence against Noriega doesn't consist of "a smoking gun, but a 21-cannon barrage."

The irony is that several members of the Drug Enforcement Agency claim that the United States State Department and presidents have been fully aware of Noriega's involvements from 1970. As early as 1971, they claim, Noriega, who at the time was Chief of Intelligence for Panama's President Omar Torrijos, was getting \$100,000 for each of the 90 to 150 drug shipments leaving Panama City a day.

The grand jury indictment states that Noriega has made over \$1 billion in the drug trade since 1971 and another \$4.6 million by allowing Columbian drugs to be transported through Panama.

Be that as it may, the United States unsuccessfully tried to oust Noriega by cutting off



# CHANGES

the flow of funds to Panama, an important international clearinghouse for banks. The effect has been devastating on Panama, where the United States dollar is the normal currency. Without money, people haven't been getting paid, stores have closed, and times are very tough. Yet Noriega has managed to hang in there to the point where the United States is said to have been plea bargaining to get rid of him.

Basically, it's a mess in which there have been riots for and against Noriega. Anyone with a bit of sense has good reason to wonder if the Canal will be safe to transit and if fuel and supplies would be available.

According to delivery skipper Dale, who was bringing a Huckins 77 from Florida to California, her 10th transit was merely "the easiest of them all." One of the reasons is because all the banks and virtually all the stores in Colon and Cristobal were closed. Not only did these rid the streets of the notorious hordes of pickpockets and petty thieves, but it's left thousands of competent business people dying to earn a few dollars.

While a friend on a 98-ft motorsailor paid an agent \$800 to take care of the Canal paperwork, Dale found very competent and eager people on the docks glad to do it for just \$30. Because they knew the right people and right places to go, it got done fast. "A piece of cake," in her words. As for fuel, not only was it available, people were dying to sell it. Again, the demand for dollars is ferocious.

Naturally the situation is fluid and can change drastically at any time. Furthermore, Dale cannot vouch for the conditions in the cities as she didn't personally leave the Canal Zone. The one thing she did learn is that it's the unanimous opinion of Canal Zone employees that Noriega has to go.

Whether that happens and whether the Canal stays open and safe for the transit of recreational vessels remains to be seen.

— latitude 5/19/88

## **Captain Musick — Young 43 Cara and Tony Dibnah Acapulco (Long Beach)**

We were supposed to start our cruise from Long Beach on December 28, but a cold front came through. We postponed our departure because warm weather is what

cruising is all about, right? Ultimately, we found we weren't able to dispense with sweaters and jeans until we got as far south as San Blas on mainland Mexico.

When we finally left, it was an all night spinnaker run down to the Silvergate YC in San Diego. We arrived just in time to celebrate New Year's Eve in Old Town. Where else do you eat prior to leaving for Mexico than at a Mexican restaurant?

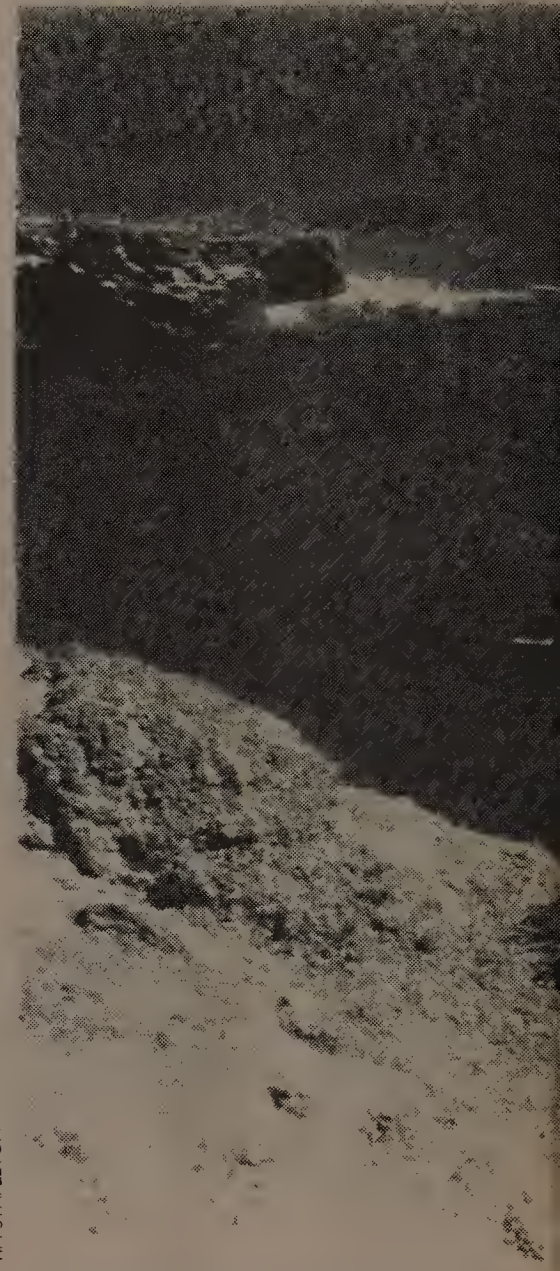
We crossed the Mexican border on January 8, with shoes, ties, and assorted work clothes disappearing over the stern along with some flowers presented by my sister to insure a safe voyage. We were very excited in more ways than one; we'd been married on November 21 and this was the start of our honeymoon, too.

We took three weeks to get to Cabo San Lucas, stopping at the Coronado islands, Todos Santos islands, Cabo Colnett, Cedros, Turtle Bay (where we rode out the big storm of January 17-19), Bahia Asuncion, and Bahia Santa Maria. Each anchorage had its own special charms and is remembered with special memories. The sea life was incredible! Whales, dolphins, seals and fish. The weather varied. We had lots of motoring and light air spinnaker runs, but we also had a decent blow that sent us scooting down toward Cabo at 10 knots.

We were lead into Cabo, our Mexican port of entry, by whales and cruise ships. Several of the boats we'd met along the way were already anchored in the harbor and eager to share their 'local knowledge'. The cruising net run by Karen and Gil of Papi's Deli offered a wealth of information. While in Cabo we were finally able to get our laundry done; a good thing, too, as after three weeks it was practically crawling out on the deck. Cabo also gave us the chance to buy much-needed fresh fruits and vegetables, as well as exchange currency in a real bank as opposed to tiny restaurants that — understandably — never really knew the exchange rate.

We made La Paz in time for Carnival, which was a great deal of fun. We'd been warned about the 'La Paz Waltz', but don't think anyone can appreciate it until they've experienced it.

After short visits to Pichilique, Espiritu Santa and Isla Partida, we sailed down to the game reserve at Isla Isabella, which was crowded with shrimpers, racers returning



TIM STAPLETON

from Manzanillo and other boats.

The mainland's lush San Blas was an unexpected pleasant surprise. It had an older, more relaxed atmosphere than the other towns we'd visited. Cruisers should be cautioned not to enter the harbor at low tide; we nudged the bottom trying it and had to make a quick exit to Matenchen Bay. Everyone who has been to Matenchen knows about the unbelievable bugs at dawn and dusk, so beware. REI's 'Jungle Juice' worked excellently for us.

Chacala, a little farther south, was lovely but too rolly for our temperament. After a stop at La Cruz de Huanacaxtla (pronounced 'wanna-costa'), we stopped at Nuevo Vallarta and tied up to a dock for the first time in 2.5 months. What a luxury to have abundant fresh water to wash the boat — not to mention salty bodies. We were also able to have the bottom cleaned, the laundry done, and stock up on fresh vegetables, fruits, beer and sodas. By this time it was shorts and t-shirts, even at night.

After a few days in Nuevo Vallarta, we moved into the 'pond' in Puerto Vallarta, which is waiting to be the finished marina at





the Isla Iguana development. Well back from the open waters of Banderas Bay, it was the calmest anchorage since Pichilique. We spent little time in Puerto Vallarta itself, as large cities tend to exceed our cruising budget.

There are many lovely anchorages between Puerto Vallarta and Manzanillo, and we stopped at just about all of them. Our favorites were the small coves at Bahia de Careytos, where a Club Med used to operate. Las Hadas had a nice anchorage also, even without the splendor of the hotel.

We departed Las Hadas at night for the lengthy sail to Isla Grande near Ixtapa. As soon as we rounded the tip of the breakwater the wind abruptly died. Oh well, that's the sailor's life; if there isn't too much wind, there's too little.

Two nights later we dropped the hook at the small anchorage at Isla Grande. It's lovely except between the hours of 9 to 5 when the tourists from the mainland inundate the island. Their favorite sport seems to be water-skiing between the anchored yachts.

Picturesque Zihuatanejo, just a few miles

The bird preserve at Isla Isabella was a favorite of Cara and Tony on 'Captain Musick'.

to the south, was packed with tourists enjoying their Easter holiday. And was it ever hot! Remember me complaining about the cold weather? I take back everything; well, almost.

We're currently anchored in Acapulco, which is as exciting as it is large. So far we've been lucky enough to visit three spectacular tall ships: *Gloria*, the Colombian Navy training ship; *Marigalante*, the Mexico goodwill ship that is a replica of the *Santa Maria*; and, *Eagle*, the United States Coast Guard training ship. We cruisers organized ourselves and requested a special visit to the *Eagle*. The Mexican Navy was most gracious in allowing 30 to 40 yachties onto their base where the *Eagle* was docked.

In three days we sail for Costa Rica. We intend to transit the Panama Canal in July or August. Hopefully there will still be a Canal to transit.

— cara and tony 4/16/88

Cara & Tony — Captain Musick really

seems to get around. It must have been about eight years ago that she was in California with her original Kiwi owner. He was a stickler about the crew wearing shirts down below so as not to soil the cushions. Two or three years ago we saw her in Bay of Islands, New Zealand. Now you're roaming the Pacific with her. That's how boats ought to be used.

Judging by her name, Captain Musick, we assumed her original owner was a musician. But if we remember correctly, Captain Musick was one of the first Pan American Airline pilots to fly the clippers across the Pacific. He was a hero to the boat's first owner.

## **The Subject Is Heads Saudade — 50-ft Schooner Irene (Renee) Flack (Canadian)**

It's certainly absurd how 'changes in latitudes' can inspire people. The following is a journal entry of July 16, 1987, written approximately 100 miles from Fiji:

"There appear to be many applicable meanings and implications of the word



# CHANGES

head. The above realization came to me when Tom and I had our private joke about eight days ago at the Paradise Hotel in Neiafu, Vava'u Group of Tonga.

"Voodoo Heads," we decided, would be the perfect name for a rock band or a climbing route. Tom's smiling face uttering the words: "Hello, head," is ever-impregnated on my mind. He used mine as a pillow that night.

"Upon further pondering this wavelength, the very beginning of our voyage was laden with heads. For instance, we have an aft head and a forward head on *Saudade*. Our head count is seven — eight if you count the presumed extra one of our captain Bob's.

"Today this revelation was expanded once more. I have again been compelled to remain near a head all day. The 'Tongan Trots' has caused that. My head has been aching periodically for over a week now. Others have been troubled by similar symptoms as well.

"The less painful version of today's heads became apparent in mid-afternoon when the conversation turned to sex. Everyone voiced their preferences for using their head on a man's head. Victoria was the one who instigated this line of thinking.

"Immediately following the erotic conversation, Cathie caught a dorado and had to repeatedly bash its head with 'the priest'. This latest procedure served to expand her own head to an enormously proud size, a habit most of us have shared from time to time during our various passages.

"Now I have definitely made reasonable headway in my journal. Perhaps tomorrow I ought to try a symbolic reference to the word 'mouth' since sea pigs like ourselves flaunt both so marvelously."

— irene flack 4/15/88

*Irene — We've obviously been on the beach too long. We don't know what the hell you're talking about.*

## California Boats in Florida

Faith — Pearson 323

Bob & Dorothy Doyle

(San Francisco)

We have become snowbirds. We're now headed north to cruise the Chesapeake Bay until fall when we'll head back south on the ICW.



While in Port Canaveral we noticed *Vivamus*, a good-looking Cal 29 or Cal 34 with a San Francisco hailing port.

While in the Bahamas at West End, Grand Bahama Island we also saw what looked like a Fiji 32 from San Diego by the name of *Papillon*. The transom was handsome. The port side looked great. But the starboard side showed how bad a couple of days spent on a rocky beach can be for a fiberglass boat.

When we took the accompanying photograph, the motor shaft and propeller were missing as were the winches and other items of value. About all that was left were a few books in the 'library'.

How *Papillon* ended up that way is uncertain. We asked a number of people, and each one had a different explanation.

— bob & dorothy 5/8/88

## Rethinking South Africa?

Saga — Wylie 65

St. Thomas, United States

Virgin Islands

(Alameda)

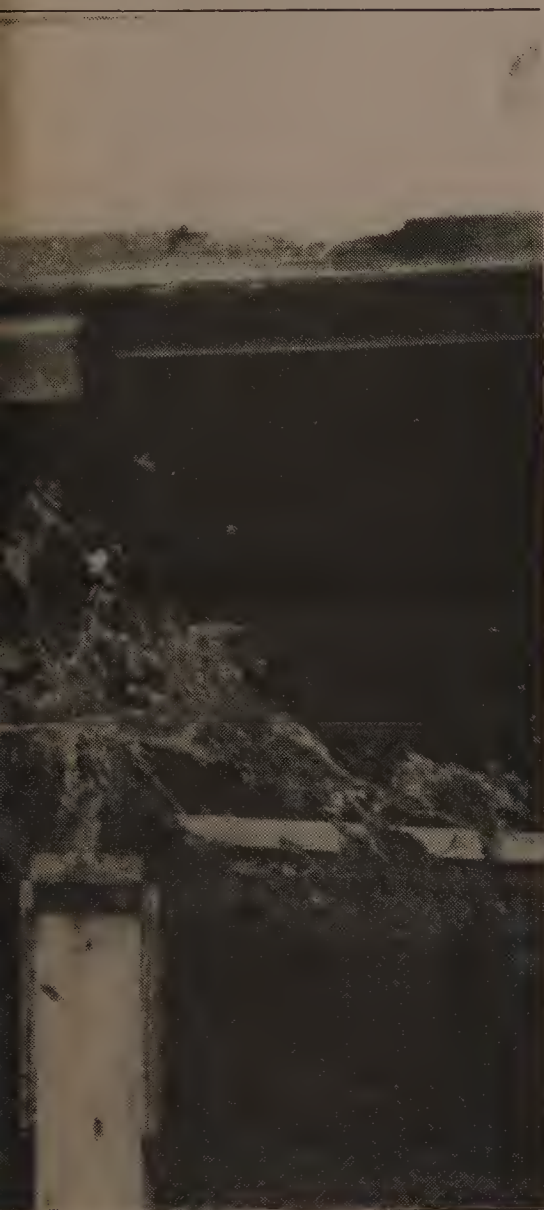
The San Diego-based black butterfly 'Papillon' had her wings clipped on coral in the Bahamas.

When *Saga* sails underneath the Golden Gate Bridge this July, it will mark the end of a fantastic three-year circumnavigation.

Having visited so many countries during our voyage, I'm sure many people will wonder which our favorite was. It's always a difficult question. If we'd been asked the same question last year, we would have hesitated while trying to choose between New Zealand, Australia, Tonga and Thailand. Yet after sailing around the Cape of Good Hope and up to the Caribbean, we have found another favorite country: South Africa.

Embroiled South Africa is a beautiful land with an almost unlimited choice of what to see and do. There are breathtaking mountains, sand deserts, *bushveld* and lush wine countries. The coastline features countless splendors. But above all, there is the abundance of fauna and flora that is unparalleled anywhere in the world.





COURTESY FAITH

My wife, Sandy, and her family had visited South Africa on their first circumnavigation ten years ago. Even then they were impressed with this fascinating country. This would be my first visit to South Africa; I was both eager to see it but somewhat skeptical after all the controversy in the news.

We arrived in Durban on November 7, 1987 after sailing south from Mombasa, Kenya. From the moment we entered South Africa and cleared Customs, I had a feeling it would be a wonderful stay. We were greeted by a variety of friendly people, from white (Dutch) Afrikaaner to Zulus, Indians and Coloreds.

The third largest city in South Africa after Johannesburg and Cape Town, Durban and its surrounding area bears a close resemblance to San Diego. Tourism is Durban's most obvious industry, and during the holidays the city was invaded by people from Johannesburg eager for the sea and sun. Durban, by the way, is also the largest port on the South African coast.

With nearly 60 other cruising boats lined

up off the Point Yacht Club, nobody could have asked for a better location; all the conveniences of Durban are right across the street. On Thanksgiving the yacht club organized a traditional turkey dinner for all the visiting yachtsmen and their families from all over the world. This was mainly due to the great number of American yachts. There was even a presidential Thanksgiving message from President Reagan read by the United States ambassador's aide.

Over the last decade there has been a noticeable change in South Africa. It's apparent in Durban where integrated people enjoy themselves, whether at the beach, a music festival or at work. Plenty has been written about the virtues of both New Zealand and Australia; South Africa deserves way better than it has gotten.

From what I could tell, South Africa has not only unrivaled natural beauty, abundant resources and an ideal geographic location, but her people ought to be congratulated and helped — rather than barred from the rest of the world — for their efforts to achieve harmony. In a country where there is no easy solution to difficult problems, I have hope for a the long term future. When you visit South Africa firsthand, you understand why these people struggle for their country as we did and still do for ours.

If the blacks, Indians, Coloreds and whites of South Africa cannot live together, just imagine what will become of the rest of the continent.

South Africa is the most developed and civilized country on the African continent. Most of her people live decently and are better fed than other African countries. No country is perfect, but if South Africa is so bad, why are her borders bursting with people wanting to become South Africaners?

Along with our good Texas cruising friend, E. Linn Heartfield of *Heart*, Sandy and I ventured out on a VW tour of the South African states of Natal and Transvaal. Our trip took us through Kruger National Game Reserve, always an exciting and unpredictable experience — and a photographer's paradise! From Kruger we headed to Johannesburg by way of the beautiful Drakensberg mountain range, which is a baby Grand Canyon.

During our stay in Johannesburg, we attended the American Business Society

Christmas Party. There we met many U.S. businessmen who run United States corporations in South Africa. We listened to their comments — which like those of most peo-



Most of 'Papillon' is handsome, like the transom, but don't make an offer until you see the starboard side.

ple who visit South Africa, were favorable. Many of the businessmen formerly worked for companies that pulled out of South Africa. They chose to remain and have started their own companies with good success.

Lest anyone think our opinions are unique, my sister-in-law and her husband joined us in Durban for what was to be a week's stay. Being equally impressed and excited by South Africa, they extended their stay to a month. South Africa was nothing like they expected since all they heard had been bad.

From Durban we sailed to the most famous and beautiful of South African cities, Cape Town. She's been ranked as one of the most beautiful harbor cities in the world, along with Rio, Monaco and Sydney. With Table Mountain in the backdrop, I personally haven't witnessed a more breathtaking view of a city. Surrounding Cape Town are the most stunning wine countries; Paarl, Stellenbosch and Franschhoek. Any wine lover would appreciate the quality of South African wines; unfortunately, they are on the sanctions list.

The way I see it, you have to visit other African countries before you can understand South Africa. Although there is conflict, there is also hope. South Africans are no worse than other people; they are ordinary men and women who find themselves face to face with problems that require exceptional courage and fortitude. The hour may be late, but peaceful change still has a



# CHANGES

chance.

For those intending to do a circumnavigation, by all means go by way of this exciting and friendly country. You'll be pleasantly surprised.

— mike gehb

*Readers — The last thing we want is to get into a political firestorm over South Africa. It should be noted, however, that Gehb isn't the only cruiser we've spoken to who has had the same sentiments. Roy and Tee Jennings, who just returned from a four-year circumnavigation on the Freya 39, Foxglove, had trouble deciding whether to sail up to the Med or go to South Africa. They chose the later and were delighted with their decision. They too had heard about all the controversy, and thus were surprised when they arrived in Durban at 0400 and were guided in by a pilot boat manned by a Colored and a black. Once they got out on the streets and around, they decided that much of what they'd heard about South Africa simply wasn't true. "Absolutely fantastic," are the two words they used to describe the country. They best remember being so busy inspecting a turtle in the wild that a huge elephant snuck up behind them to give them the scare of their lives.*

## Cruise Notes:

They got around. After visiting at least 27 countries and asking for eggs in eight different languages, Roy and Teresa Jennings are back in Inverness after a four-year circumnavigation aboard **Foxglove**, their customized Freya 39. An interesting facet of their trip is that they covered more ground north and south than east and west. Highlights of the voyage include being one of just four boats last year to sail around Cape Horn; two others motored and another one was towed. Earlier Roy and Tee had done something even fewer sailors attempt: rounding the southern tip of New Zealand's South Island. Arduous sailing, to say the least. The Jennings' favorite places: Chile, Argentina and Uruguay. South Africa was terrific, too. More next month.

One year ago March, Catalina 30 sailors Louise and Mike Maloney of Marina del Rey "traded our condo for a yacht, our car for a dinghy, and our business suits for boat shoes." In other words, they gave up their

careers, bought a Morgan 41 and went into the charter business in the United States Virgin Islands. Was it the dumbest thing they ever did in their lives? We'll let them tell you:

"Like most boats, **Angel Eyes** has found unusual, exotic and expensive ways to break down. Virgin Island bureaucrats have tested our patience with some incredible demonstrations of inefficiency, red-tape and nonsensical baloney. But these shortcomings have been a small price to pay. We sun, snorkel and swim everyday; windsurf and sail whenever we want. We've pounded through some storms and cruised in gentle breezes. We relax to spectacular sunsets and reflect on inky black skies filled with a gazillion sparkling diamonds. And we continuously vacation with wonderful people. So if we had to do it all over again, we would!"

Ah, the lure of sailing in the tropics. Twenty-one years ago the fun-races-in-the-tropics began with Antigua's Sailing Week. Five years ago *Latitude* along with the cruisers in La Paz helped launch Baja Haha Sailing Week. A few years ago the Musket Cove YC regatta was born in Fiji. The latest 'fun' race series to be started in the tropics is the **Pansea Cup** held between late January and early February on the west coasts of — get this — Thailand and Malaysia. The Pansea Cup is the doing of the manager of the Pansea Hotel in Phuket, Thailand. You probably haven't heard too much about sailing in Thailand, but acquaintances of ours swear Phuket is one of the best areas in the world. And wasn't it Stephen Brown of *Southbound* who wrote that it was one of the few un-mythical places where there really are "two girls for every guy"?

The five-race Pansea Cup concludes 265 miles after Phuket at Pangkor Laut, Malaysia. Winner of the first-ever Pansea Cup was Aussie Phil Tinkler in *Mazbnuts*, a Young 8.8, the smallest boat in the fleet.

Two of the more common health concerns new to most beginning cruisers are '**traveller's trots**' and **ciguatera** poisoning. The good news is that there may be cures for both of these maladies.

No matter if you call it 'New Delhi Belly', 'Tongan Trots', or 'Montezuma's Revenge', it's all basically the same thing: a gastrointestinal disorder picked up mostly in Third World countries. The result? Mild to severe stomach cramps and diarrhea. If you

catch a real good case of it — mainland Mexico is always a popular spot to reel it in — you wish you could die just to terminate the agony. Researchers long ago identified the *Escherichia coli* bacteria as being the cause of all the misery; unfortunately, they've been at a loss at how to eliminate or counteract the cause.

But that was before Carol Tacket of the University of Maryland School of Medicine and fellow researchers attacked the problem. According to a report in the *New England Journal of Medicine*, a special kind of powdered milk derived from the milk of cows who had been exposed to the bacteria and developed antibodies has proven remarkably effective in preventing the disorder. Twenty healthy people took part in the study; 10 took the powdered milk containing antibodies three times a day, and the other ten took a placebo. Once exposed to the *Escherichia coli* bacteria, all ten of the control group came down with diarrhea, while nine out of ten of the test group came through unscathed. Sounds promising, doesn't it? The special powdered-milk is not available yet, so you'll just have to keep suffering for awhile.

The 'remedy' for ciguatera, the debilitating toxin that comes from eating certain reef fish and which can cause severe illness and even death, owes more to folk medicine than science. Dan Bauer of *Long Gone*, writing in the *Seven Seas Cruising Bulletin*, reports that "Mel", a longtime captain of a charter fishing boat in Fiji, says the best way to test a fish for the ciguatera toxin is to cut up a few chunks and lay them on the dock. Flies, advised Mel, will only be attracted to fish that are free of ciguatera. Such a 'ciguatera detection' technique is not particularly new or unique. A variation on the theme is to feed some of suspect fish to local pets; if they don't eat it or drop dead, the fish probably has the toxin.

But it's Mel's ciguatera 'cure' that most intrigues us, because once ciguatera toxin has begun to affect the nervous system it's very difficult to treat. Time is usually the most popular prescription, although some folks will feel exhausted and have numb lips and extremities for weeks and even months later. Unless, perhaps, they try the Samoan captain's cure, one that should be administered as soon as the patient begins to feel weird. Given the agony of severe ciguatera poison-



ing and the fact that the 'remedy' can't hurt, the following is certainly worth a try: As soon as the effects of the toxin are felt, drink two large cans of condensed milk and chase them with the milk of two young coconuts. That's all there is to it. Captain Mel swears the side-effects of the poisoning will be gone by the following day. The FDA has yet to give their seal of approval.

Now then, whose is going to do something about the threat of shark attacks?

Tales from the trip home. While spending the afternoon in Shelter Island Basin watching the Sail America and San Diego YC folks try and right **Stars 'n Stripes** catamaran, we listened to back-from-Mexico tales told by the crews of the Islander 36, **Misfit**, the Searunner 40, **Trinity**, and the Brown 37, **Mistral**. Typically, some of the captains and crew found the rough trip home easier than expected while others swore they'd never do it again. In general these three boats made it home with little damage, something that couldn't be said for many others. As is the case every year, after sailing the mostly calm waters of Mexico, many boats weren't ready for the windward bash home. Torn sails, broken engines, empty fuel tanks and no oil: there were plenty of causes of mayhem, many of them preventable.

As for Cabo San Lucas, the big jumping off place for the slog to weather home, it was described as "a ghost town". There were at least three reasons. Aero Mexico, one of only two airlines that flew U.S. passengers to Cabo, had suddenly ceased operations. Secondly, the Port Captain was being strict about keeping sailboats out of the Inner Harbor, thus making life a lot less pleasant for yachties. Third, the word had gotten round that some boats had been charged excessive fees to check in and out. Fifty dollars, for example.

(Karen at Papi's Deli in Cabo reports that many laws that were on the books in Cabo are finally being enforced because of upcoming elections. The laws, such as keeping sailboats out of the Inner Harbor (except in special cases), requiring fishing licenses (of Mexicans also), and making anchor outs drop their hooks way out past all the new moorings, have made Cabo less pleasant for sailors).

As for the trip up the coast to San Diego, the boats averaged about 17 days, including layovers for bad weather. A few boats, for in-

stance the Garden-designed 31-ft, **Teal**, tried the non-stop, two-tacks-to-San Diego approach. After 17 hours hove-to, they decided to harbor-hop also.

It was the experience of *Misfit*, *Trinity* and *Mithral* that Baja winds usually quieted down from about sunset to dawn. Thus their travelling routine called for putting the pedal to the metal at night in order to reach the next shelter before the wind came up the following morning. All three observed that the wind and waves seemed less adverse closer to shore than farther out to sea.

The best stopover on the Pacific coast of Baja? Receiving unanimous acclaim was Bahia Santa Maria. Not only is the anchorage well-protected, but "it's the most beautiful on the coast".

The longest stay, four days, was at Bahia San Carlos waiting out an extended blow. While just barely an adequate anchorage, the yachties learned that the bay between San Quintin and Cedros is really superb for boardsailing and wave-jumping. In fact, while holed up there was damn little to keep from getting bored other than play cards, pore over charts and watch the boardsailing spectacular in the strong winds.

Finally after four days of 35 to 40 knot winds from the northwest, things settled down about 0100. Usually there's a day or two of calm between blows, but not always. At 0500 the wind came up fast. It took no more than ten minutes for it to grow from a zephyr to 40 knots. This time, however, it was a hot, dry Santa Ana-style wind from the east. Why beat up the coast when you can sail free?

Best radio skip? Clear as a bell transmission and reception from Cedros to the San Diego YC, a distance of about 300 miles.

Best 'if it has to happen, at least it happened here' story: As soon as *Trinity's* anchor was dropped in San Diego Bay her crankshaft — and thus engine power — went kaput.

Best treats upon arrival? A truck full of goodies that had been wished for over the radio, including dark chocolate, Mt. Gay rum, fresh orange juice, Reunite, Bud, sweet rolls, and *People* magazine. The three crews howled in delight when the trunk was opened to reveal the goodies. The pizza came later.

Customs in San Diego proved to be easy for the trio. They did note that 'Bob Bitchin'

of **Predator**, the former Hells Angel who wrote *Brotherhood of Outlaws*, rated a drug-sniffing dog when he checked in. Clean as a whistle.

Fireman don't care for false alarms, and neither does the Coast Guard. When a ship informed the Coast Guard that the yacht *Kolo* was foundering off Ascuncion anchorage, the Coasties dutifully hauled out their Falcon rescue jet, the one they have to drive across a six-lane San Diego surface street in order to get to the runway, and took off on a rescue mission. They found *Kolo* alright. But she wasn't sinking and her crew didn't need or want any help. Now the Coast Guard is trying to track down the ship that turned in the false report.

Did you bring back any good tales from Mexico? If so, we'd love to hear about them.

In theory, yachts in transit should be able to receive boat parts in foreign countries and not have to pay duty. Experienced cruisers, however, have noticed that there's often a big gap between theory and reality. Particularly when the local authorities speak a language you're not fluent in or when you're perceived as a 'rich American'.

Duty can be stiff; in some countries as much as 100%. And that's before they tack on value added and other taxes. In a recent issue of *Yachting World*, the story is told of a sailor who had a new toilet bowl shipped to him in Corfu. Customs told him he would have to pay duty even if he refused the bowl and had it returned to the shipper. The skipper did what any self-respecting human would have done. In front of the Customs officials, he took a hammer and smashed the toilet bowl to pieces. He then inquired about the value of the bowl.

Nancy Slocumb and Karl Brosling of the San Francisco-based **Kon Tika** have moved on once again in their leisurely cruise of Florida, the Caribbean and who knows where else. "Finding ice on the docks in Panama City, Florida in January," was their impetus for continuing farther south. They're now in St. Petersburg. "We found a lovely anchorage surrounded by city parks, close to bus lines and relatively uncrowded. When we woke up to a rooster crowing, we knew we'd stay awhile. Currently Karl is installing mechanical systems at Irwin Yachts while Nancy sells sailing hardware at Boat/U.S. Despite working, plans for cruising the Caribbean are firm as ever.



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**SANTANA 22, 1968.** Hull #345. Designed for S.F. Bay by Gary Mull. 6 hp Johnson o.b. with alternator. Two batteries. Roller furling jib. VHF plus other extras. Coyote Point berth. Moving, must sell. \$6,000. Leave message (408) 738-2610.

**CLASSIC 23-FT BEAR CLASS WOODEN SLOOP** offered by owner. No. 68, *Kodiak*, built 1976, never raced, 3 new Sutter sails, 4½ hp Johnson o.b., other equipment. Last hauled 12/87. Good condition, needs minor work topsides. \$7,000. (415) 776-7083.

**18.5-FT CAPE DORY TYPHOON.** 1976. E-Z Loader trailer. Seagull, fresh epoxy bottom w/new paint. Clean. Offers? (415) 237-9602.

**SANTANA 22 #280.** New: standing rigging, LPU hull paint, cushions, interior paint, main, bottom painted 3/88, spinnaker, windvane, VHF. \$4,200/OBO. Jeff, 654-1554.

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**J/24.** Clean, good sails, fresh water boat. \$9,500. Call Dan in Fresno at (209) 432-4774 days.

**S2 7.3** 24-ft performance cruising sloop. 5 sails incl. spinnaker & new jib. Honda 7.5 o.b., VHF, Datamarine knot/log, Newmar charger, galley, head, sleeps 4. Rigged for singlehanded. Teak interior, new cushions. \$10K. (408) 288-5092.

**KIWI 24.** Ron Holland designed 1/4 tonner. 14 sails, many new. New o.b. *Adlib*. Race & place. \$7,995. Days (415) 673-0137; eves. (415) 928-9148.

**GLADIATOR 24.** Wm. Lapworth designed flushdeck f/g sloop, modified full keel, provides stability & speed on all points. New Honda 7.5, custom traveler, vang, adj. backstay, new spars, 5 sails. Pocket cruiser. Needs cosmetics. Asking \$5,900. (415) 453-7220.

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**BEAUTIFUL O'DAY 221** Looks nearly like a new boat. White with green W.L. glass and teak in good shape. 6 hp Johnson, always f.w. flushed. Main & jib. Sleeps 4. Built '75. \$3,900/offer. (707) 552-3872.

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**1978 SAN JUAN 24 W/1986 HONDA 7.5.** Full sail inventory. Electronics. All kinds of tricks & gadgits. Fresh water boat in good condition. \$7,500 takes it. Call Dick, (415) 523-6730.

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**RANGER 22.** 2 mains, 5 jibs, spinnaker. Pulpits & lifelines. 6 hp Johnson o.b. Never raced. Many extras! Loaded! Richmond berth. \$7,000. (415) 663-1500 eves.

**RANGER 23, 1976.** Tall rig, fast. Excellent condition, never raced. 3 sails, VHF, knotlog, like new 8 hp Suzuki o.b. San Diego Bay boat. Must sell. 2-boat owner. \$6,000. Jim (619) 270-6583 or Kim (619) 587-0442 eves.

**25-FT FRISCO FLYER.** Teak hull, Yacal frames, 2 mains, 2 jibs, drifter, spinnaker, Volvo MDI. Excellent condition. \$8,900 or trade for motorhome/OBO. San Rafael berth. (415) 459-4284.

**MacGREGOR 25, 1982.** Lake Tahoe fresh water boat, excellent condition, sleeps 4, head, galley, Pop-top, dinette, ice box, custom tiller, stereo, winches, lifelines, 3 sails, many extras, trailer, 7.5 Honda w/gen. Will deliver. \$6,900. (916) 577-9620.

**1976 ERICSON 2-23 Blue Chip.** Cleanest & fastest in Bay Area. 4 jibs, 2 mains, lots of gear. Rigged for singlehanding. Twice fleet champion, Metropolitan Winter Series winner. Friday night series winner. \$9,900. (415) 521-6243.

**CAPE DORY 25.** Full keel, brass portholes, teak trim, o.b., VHF. \$14,500. (415) 620-2830; 461-0510.

**MacGREGOR 25, 1983.** 9.9 Johnson elec. start/gen. Trailer. Swing keel, pop-top, autohelm, battery charger, dinghy, etc. Full sail inventory. Benicia berth available. \$6,400. Will consider trade down to Lido 14 or ??? Lessons given, if needed. A great first boat. (408) 274-1555.

**CAPE DORY 25, 1978.** Great Bay boat. Traditional lines. Excellent condition. New bottom paint. Includes o.b. & genoa. \$12,500. (707) 257-8896.

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**1984 MOORE 24SC.** The best Moore ever built. Spacious deluxe cabin. Yanmar dsl i.b. professionally installed. Epoxy barrier coat on bottom since new. 6 sails. Fast & in excellent, like-new condition. Buy for \$10,000 below replacement cost. \$18,000. (408) 475-4594.

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**CAPRI 13.** With galvanized Caulkins trailer both one year old & in excellent condition. Cat boat rig with sleeve sail. Very similar to Laser. Asking \$1,350 but will consider a reasonable offer. Need to sell this month. (415) 829-7792.

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**CATALINA 25.** Fixed keel, Pop-top, 6 sails plus spinnaker & gear. Lots of custom extras, too many to list! Recent haulout & paint, in great shape. \$10,750. Priced to sell. (415) 930-9729.

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**CORONA 23, 1974.** 10 hp o.b. electric start, inboard controls, stove, porta-potti, shoal draft keel, E-Z Loader trailer, swim ladder. \$5,500. (415) 366-6361.

**SANTANA 22.** Good condition. One main, 2 jibs, spinnaker, large reaching sail, o.b., rigged for singlehanding. \$3,700/B.O. or possible trade for a Pearson Ensign. Call Saul at (415) 420-0863.

**VENTURE 21 WITH TRAILER** & low hours Honda 7 1/2 hp o.b. Swing keel, new bottom paint, 4 sails. Days 800-325-7481; eves. (314) 726-0232. Ask for Floyd Zimmerman. Located at Port Sonoma Marina. \$2,750.

**O'DAY RHODES 19.** New (May '88) hull & bottom paint. Keep in water or on dock dolly, included. Call me to negotiate low price! Moving, must sell immediately! Scott (415) 989-2200 weekdays; (415) 567-0433 eves., weekends.

**24-FT JOLLEYROGER.** 7 sails including spinnaker, CQR & Danforth anchors, VHF, Signet digital depthsounder, dodger, fresh bottom paint/epoxy; 7.5 Evinrude o.b. (415) 883-3659.

**25-FT U.S. YACHT, 1982.** Division of Pearson Yacht. Honda 4 stroke 7.5 hp o.b. Lewmar winches. Beautiful teak interior, excellent Bay boat. Condition of this boat is absolutely like new. Sacrifice. Must sell. \$8,500. (415) 228-2852 or (415) 228-7348.

**1982 MONTGOMERY 17.** With trailer, swing keel, anodized toe rail, main, jib, genoa, compass, VHF, bilge pump, running lights, ground tackle, 5 hp o.b. w/aux. tank. \$7,700. Call Bill (408) 427-1260 days; (408) 458-3103 eves.

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**SANTANA 22, 1969.** All lines led aft. Good for singlehanding, black spars, 4 sails. Standing rig & spars recently replaced. O.b. \$3,750. Will take Laser, spinnaker for 29-30' boat, Ham radio in part. Serious calls. Lv. message (415) 467-2235.

**1982 CATALINA 25.** Fixed keel, tall rig, trailer, Evinrude 9.9, 4 jibs, spinnaker, knotlog, depth, compass, dark blue hull, all the extras, located Berkeley Marina. Check this one out. \$14,900. (707) 994-5869.

**SOLING.** Classic open cockpit keelboat. Fun daysailer or racer. Modern rigging, many sails, trailer, extras. \$4,200. Must see her. 648-8051.

**WEST WIGHT POTTER 19.** Hull #40. 3 1/2 hp Suzuki o.b., Porta-potti, dbl. reefed main, trailer, VHF, Danforth w/200' rode, recent battery, 6 life jackets, oars, flares, etc. \$3,950. Redwood City berth. Call Rich, Mon.-Sat after 10 a.m. at (408) 971-8414 or eves. after 7:30 at (408) 395-4108.

**SANTANA 22, 1967.** Shipshape. New Evinrude 6 hp. Anodized spars, S.S. chainplates & keelbolts. Emeryville. Priced for quick sale. \$3,000/OBO. Call (415) 680-8238.

**MOORE 24.** Excellent condition. North sails. Barient winches, Ballenger spars, bottom just painted, 4 hp Johnson. More. She's ready with all the best. Only \$9,000. (408) 724-0544.

**BEAUTIFUL 25-FT WOODEN FOLKBOAT.** Modified for cruising with extended cabin/self-bailing cockpit. She taught me how to sail & I love her, but I'm going cruising. \$3,500/OBO. Write: P.O. Box 184, Garberville, CA 95440 or call eves. (415) 237-8790 to leave message.

**RHODES 19-FT F/G SLOOP.** Without trailer. Two spinnakers, 2 jibs, 1 main. New bottom & hull paint 7/87. 3 hp Seagull o.b. New running rigging. \$1,500. (707) 996-0605 after 5. Rick Davies.

**BALBOA 20.** Cabin sloop, 29" draft, 4 hp o.b. (just tuned), working & club jib for singlehanding, marine head, stable & fast, good condition, Vallejo berth. Emergency sale. \$2,000/OBO. Ken (707) 576-7055.

**20-FT SLOOP.** Bristol, f/g hull & deck, 15 hp E.R. o.b., wood brightwork, extra sails, self-steer, 2 bunks, close-in heavy duty mooring, Pillar Point Harbor, HMB. Shuttle canoe. \$2,200/OBO. Chris (415) 747-0131.

**SANTANA 20.** Fast. Rigged for racing. 7 sails including a new Pineapple spinnaker. Trailer, o.b. motor. Good condition. \$5,900. Robert (415) 865-4100.

**DOUEKIE.** 1982 shoal draft 21' cat-rig trailer sailboat. Unsinkable Airex-core f/g hull, twin leeboards, 4" draft, weighs 600 lbs. Safe & seaworthy. New canvas covers & cushions. Perfect cruiser for Bay/Delta or Mexico. Excl. cond. \$4,500. 332-9231 message.

**CORONADO 25, 1966.** Fiberglass cruiser. Dinette, galley, v-berth & separate head. Hull & rig upgrades, 2 anchors, self-tending jib, HD battery, 6 hp o.b. \$4,450. Call Pat (415) 687-8542.

**ISLANDER BAHAMA 24 — MUST SELL.** Strong f/g sloop, great condition inside & out. 6 hp Johnson, 2 tanks, compass, VHF, depth, anchor, new bilge pump, stove, battery charger, head, stereo, sleeps 4. Great first boat for Bay sailing. Asking \$4,900.

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**29-FT CRUISING SHARPIE, 1984.** 16" draft, beachable. Cat yawl rig with unstayed masts, tanned sails. Prototype of Phil Bolger Skillygalee design. Fully found, bristol condition. Ideal Bay & Delta cruiser. \$16,400. (415) 674-9518.

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**CATALINA 27-FT, 1972.** Diesel, custom North sails, knotmeter, depthmeter, VHF, compass, AM/FM cassette, custom cabinets & berths. All controls led aft. Orig. owner. Fresh water sailed on Folsom Lake. Like new. Extras. \$22,000. (916) 652-9407.

**26-FT CONTESSA SLOOP.** The Folkboat improved. F/g Lloyd's class cruiser/racer, VHF, log, Fatho. & many other extras. New dodger & epoxy barrier bottom. Trailer included for asphalt voyaging too. \$15,000. Call Tom eves. at 522-8759.

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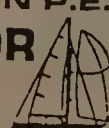
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**1977 ISLANDER 28.** 7 sails, spinnaker, brand-new main & mylar class jib. Diesel, VHF, ds, km, 8 Barients, new LPU on mast. Large, active one-design racing & cruising fleet. Exceptionally clean, new survey. \$24,000. 284-2335 eves; Jack 420-3277 days.

**FOR SALE: 26-FT CONTESSA SLOOP.** The Folkboat improved. F/g Lloyds class cruiser/racer. VHF, log, Fatho., & many other extras. New dodger & epoxy barrier bottom. Trailer included for asphalt voyaging too. \$15,000. Call Tom eves. at 522-8759.

**1977 RANGER 33.** Excellent condition, wheel steering w/compass, Atomic 4, Jiffy reefing, 9 bags of sails with gennaker, 8 winches, 3/4 boat cover. Radio, depthsounder, RDF, new Lectra-san, loaded with gear. 28K. One owner boat. (415) 447-2194.

**29-FT DRAGON RACING SLOOP.** '57, bright mahogany on oak, full cover so low maintenance, Pineapple main, 3 jibs, all new rigging/fittings, Harken, extras, survey. Sound, fast, classy lady! Brisbane. All offers considered. Must sell, trade, lease, Foster!?!? Craig will demo & deliver! (415) 343-3402.

**BOAT YARD REPO.** 28-ft Triton #248. New topsides, must be seen. As is. Make offer. Myron Spaulding (415) 332-3721.

**SANTA CRUZ 27-FT.** \$12,500 includes trailer. Good condition, dry sailed last 5 years. Sails: 2 mains, 2 150's, 2 spinnakers, 1 new. Must sell soon! Will deliver. (503) 245-7741.

**CORONADO 27 SLOOP.** Custom teak interior, 9.9 electric longshaft Evinrude, too loaded to list. Fine family yacht. Original owner. Estuary berth. \$9,500. (408) 449-1908.

**RANGER 29, 1971.** Fully equiped, well-maintained boat. Full spinnaker gear, newish engine (low miles), loads of hardware. \$19,000. (415) 723-7526; (415) 364-1658.

**PEARSON 26.** Fast, comfortable weekender. '83 Honda 100, ds, km/log, 2 anchors, fire-place, inflatable & more. Main, 110 & 155. All teak covered plus sail & motor. \$15,400 or best offer. To see this very clean gem, call eves. (415) 321-5629.

**SUPERB BOAT! GREAT PRICE!** Sonoma 30 *Kittyhawk*, Carl Schumacher design '86 MORA overall winner. Fully race equipped. Sleeps 6. \$27,500. 925-1446.

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**CATALINA 27, 1977.** All equipment nearly new. Honda 10 hp o.b., VHF, compass, stereo, anchor, shore power, dinette, new main & jib, stove, sink, head, sleeps 5, '87 bottom paint, free lessons. \$14,950/B.O. (415) 835-4230 or (415) 655-9469 Rick.

**MARINER 31-FT KETCH.** F/g hull, owner lives aboard, good list of equip., needs work. \$21,500/B.O. Doug 354-3056 work.

**THE ORIGINAL OCEAN CRUISER.** Westsail 32 cutter. Full keel. Diesel. Heavy construction. Both wheel & tiller steering. 6 sails. Roller furling. 6-pg equipment list. \$59,000. Will trade up or real estate. If you're going, this is the boat! (408) 377-4815.

**'STRONG BAY CRUISER.** Ericson 27. Roomy, all factory options, lots of extras, and spotlessly maintained. A must see if you're seriously in the market! \$20,500. Tel: (707) 554-8725.

**33-FT HUNTER, 1978.** Boat show model. Meticulously maintained by original owner. Yanmar dsl, h/c pressure water, VHF, new main, roller furl., custom cockpit cushions & Bimini, 6'4" hdrm. Dependable, comfortable, lt. & airy. Many extras. Must see. \$34,500. (408) 266-2376.

**CASCAOE 29.** Strong liveaboard cruiser. Santa Cruz lower harbor berth, 4 sails, Volvo dsl, VHF depthsounder, RDF & more. Don't miss a summer of great cruising. \$12,500. (408) 722-9022 or (408) 722-2262.

**OLSON 30.** Exceptionally clean original owner vessel. 8 sails, o.b., VHF, knotmeter, RDF, compass, MOP, battery charger, anchor, cushions & covers. Survey available. Consider trade-in for Santana 22. Offers. (415) 522-5900.

**INTERNATIONAL FOLKBOAT.** Built 1955. Alum. mast, Merc. o.b., 3 sails. Handsome, strong boat. \$6,000. Call (415) 329-1940.

**26-FT THUNDERBIRD SLOOP.** Well-loved & loaded with equipment. Sleeps 4. Race/cruise (Worlds will be held in the Bay next year). Asking \$6,000. Peter, (415) 327-1569

**CATALINA 27, 1974.** Factory wheel steering, Atomic 4 inboard, compass VHF, stereo, electric bilge pump, knotmeter, 2 jibs, Sausalito berth. A good condition Bay cruiser. \$15,000 or partner considered. (415) 431-4820 wk. days; (415) 922-1364 eves.

**1980 PACIFIC SEACRAFT ORION 27.** 5 sails, Loran, VHF, ds, km, compass, Tillermaster, refrigeration. Located Seattle. Cruise the San Juan Islands & Canadian coast this summer then sail down the coast. \$43,500. Call Dan, (206) 284-2935.

**RANGER 33.** Great Delta & coastal cruiser/Bay racer, clean, comfortable, lots of stowage, convertible dinette, sleeps 6, alcohol stove, pressure water w/shower, pedestal steering, Atomic 4 w/new tanks & exhaust system, anchors, safety gear, km, ds, VHF, 5 sails. \$33K/offer. Frank, (415) 527-3394.

**CATALINA 30, 1978.** Yanmar dsl, new Force 10 propane stove, new rigging in '86. Autopilot, 2 owner boat has been continually upgraded & has extensive list of options. Extraordinarily maintained. White hull, blue decks. Great investment at only 27.5K. 523-3433 after 6 p.m.

**OHLSON 35.** Built 1960, pride of ownership in this Swedish built wood (mahogany on oak) classic yacht. Recent sails, recent eng., dodger, holding tank, Loran, complete boat cover, many extras & in excellent condition. \$27,500. (818) 842-9404.

**26-FT CHRYSLER, 1977.** Fixed keel, Volvo dsl, all f/g & teak. Like new, used little. 3 sails, club jib rig, sleeps 5. Galley, dinette, VHF, FM. \$8,700. Low down + \$110 per mo. w/good credit. (415) 846-5992.

**SANTANA 35 GREAT BUY.** Great boat. Fully equipped for racing, 8 sails, Loran C, racing bottom. All offers considered. Toni (415) 428-1600 or Steve (707) 938-5958.

**WESTSAIL 32.** Full keel ocean cruising cut-rig. Volvo dsl, refrigeration, portable gen., solar panel, Aries windvane, autopilot, depth-sounder, VHF, cabin heater, anchor windlass, whisker pole, running backstays, hard dinghy, factory built 1980. \$59,900. Call (707) 648-5126.

**ERICSON 27.** Atomic 4, VHF, stereo/cass., depth, knot, cockpit cushions, ladder, whisker pole, furling jib, all wood excellent condition. Clean, well-maintained yacht, you must see. Berthed at Coyote Pt. Retirement forces sale. \$18,950. 592-5747.

**BALBOA 26.** Excellent cruising trailerable sailing vessel. Newer Honda 10 hp tandem trailer. \$8,900/offer. Ready for San Juans. Lee: (916) 891-8736 eves; (916) 895-6178 days.

**FIRST \$12,500 TAKES 30-FT F/G SLOOP.** 13.5 Volvo, VHF, ds, km, furling, shower, hot water, chart table, furling. Great liveaboard. U.S. Yacht 1980 model. (415) 427-0500.

**RAWSON 30 LIVEABOARD — \$15,000.** Beamy fiberglass cruising sloop, built to last, good cond., see in berth G4, Corinthian YC, Tiburon. Home phone preferred (415) 334-4969; work (415) 541-1527 ask for Lee. Partial trade property/Santana 22 ?

**FOR SALE: 30-FT 1964 CHEOY LEE** full keel Bermuda ketch. F/g hull, teak cabin & decks, Loran C, autohelm, ds, speed log, recent survey, 21 hp dsl, 7 knots. \$23,500 or trade up for bigger sailboat. (408) 738-5641, Richard Gott.

**COLUMBIA 26 MKII.** 1970. Great Bay/Delta cruiser, perfect starter boat. 7½ hp Honda o.b., VHF, stereo, sleeps 5. Fully equipped & ready to go. Good condition. \$8,000. Bob, days (415) 876-1688; eves. (415) 887-8839.

**MY LOSS, YOUR GAIN!** Bought boat for \$32K, plus \$12K improvements, then bought house. Nobody seems interested in a C&C 31' full inventory custom race boat. How about for below my loan — steal her for \$18K/OBO. Call Don 524-8740.

**1962 PEARSON TRITON** at a fantastic price! 28'9". Full rigged, Atomic 4 gas, VHF, new wiring, new battery, new main, good overall condition. Owner desires quick sale. \$9,500/OBO. Marie Schafle, 728-3412 or 923-4722 days.

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**WANT TO SAIL?** It's yours for \$250/mo. ISIS: 32' sloop, one-off Gary Mull design. Designed for singlehanded TransPac. Full complement of sails & electronics. Diesel. Perfect for racing or cruising. (415) 821-1075.

**BODEGA 30 "QUARK".** See p. 220 in April *Latitude 38*. Price reduced on this proven cruiser. Turnkey opportunity for aspiring cruiser couple or individual. Serious inquiries will receive the 11-page inventory & spec sheet. Call owner (415) 459-2448, Dave.

**CAL 3-30.** Well-equipped, excellent condition, fast and comfortable. Tiller, 2 spinners, 5 jibs, headfoil & folding propeller. Diesel, cabin heater, CNG oven/stove, VHF, AM/FM cassette, wind speed/angle, km, ds, many extras. \$27,500. Dick Desmarais (408) 434-1249 message.

**'63 CAL 30, HULL #7.** Classic, strong, fast, full keel f/g sloop. Sisterships have cruised the world. Clean & loaded with extras. Furling jib, dodger, anchor windlass, windvane steering, new rigging, etc. Atomic 4. Jim, (408) 241-1186.

**SOUTHERN CROSS 31, 1976.** Cruising cutter with Airex cored hull. Excellent condition. Autopilot, windvane, Yanmar dsl, new windlass, hi-test chain, new Force 10 3-burner propane stove w/broiler. \$35,000/OBO. Ron (415) 591-2513.

**ERICSON 27.** Must sell, very clean, easy to sail boat. \$15,500 or offer. Great Bay boat. Lots of room. Richmond berth. (408) 241-3559.

**35-FT RAFIKI #11.** Engineer owner moving & selling his love. New Yanmar, new cruising spinnaker, dodger, windvane, autopilot & lots more. Stiff & strong, ready to cruise or play in the Bay. \$58,500. (415) 865-2511.

**COLUMBIA 29.** New main, new working jib, 2 other sails, rebuilt engine, VHS, ds, heater, good condition, excellent Bay boat, full keel. \$13,000/OBO. Phone 892-0714 days; 897-7390 eves.

**S-2 8.0M.** Exceptionally clean sloop with S.F. Marina berth (30'). Center cockpit, wheel steering, full keel, North sails/spars. Volvo dsl, 6'2" hdm., nav station, aft cabin, cruise ready. \$24K. Tel. 564-3425 a.m. or mssg. Recent survey available.

**1980 CHRYSLER 26.** Cleanest, latest available. Teak interior, enclosed head area, sleeps 6, galley with alcohol stove, Sailmaster 280 electric start engine. 3 sails, fresh water boat, black mast & boom. Folsom slip available. Trade for trailer-sailer. \$12,000. (916) 989-1108.

**ETCHELLS 22.** Ontario hull #549. Offers strict one-design, superb racing with min. crew (3) against the best on S.F. Bay. Excl. cond. & very competitive. Tandem trailer w/storage incl. Sell all or 1/2 interest: \$14,900. (415) 347-2778, lv. message.

**COLUMBIA 26 MKII.** 9.9 hp Johnson, Digital depth, VHF radio, pedestal steering, teakwood: interior, cockpit bunks, companionway dorade. Summer/winter cover. Boat in superb condition. Mainsail practically new. Genoa repaired. Jib O.K. \$12,500. Berthed in Seattle. Call (206) 784-6489.

**COLUMBIA SABRE 32-FT.** 5.5 meter Olympic class racer. Excellent condition. Four good sails, comfy cabin sleeps 4, deluxe AM/FM, much new or updated rigging. Appraised at over twice this rock bottom price: \$6,000. Yes only \$6,000! 563-9017.

**DUTCH STEEL 34' CUTTER.** Van DeStadt design, beautifully built with round bilges. Comfortable cruiser refitted in 1985-86 with new Norseman rigging, Yanmar dsl, wiring, propane cookstove, cabin heater, sails, ST winches, plumbing, cold plate refrig., ds, batteries, autopilot, cushions, SatNav, fuel tanks, dodger, Bimini. Aries vane, Avon life-raft, 9 sails, windlass, VHF, RDF, stereo, lots of spares. Newly painted & surveyed. The beauty of wood with the strength of steel. Laying in Honolulu, ready to cruise. \$65K. Call (808) 531-7955 days or (808) 545-2889 eves. for details.

**CATALINA 27, 1983.** New standing rigging, epoxy, bottom paint, 1988. Diesel i.b., traditional interior, radio, outstanding condition, Brisbane. \$22,000. (415) 592-8537.

**ARIES 32.** Beautiful, full keel sloop in excellent condition. Loran, autopilot, dodger, 5 sails plus much more. \$38,000 or possible trade for trawler. (415) 332-6053.

**ETCHELLS 22.** Ready to race. Winning history. Latest sails, trailer, many extras. \$10,900 cash or owner will finance with \$3,950 down & \$200/month. Call (415) 548-4159; (415) 547-0685.

**27-FT 1974 CATALINA.** New 9.5 Evinrude o.b. 5 sails & loaded. \$10K. Emeryville berth. 521-7927.

**TARTAN 28, 1986.** Sparkman & Stephens big boat quality. Yanmar dsl, 4 UK sails, superbly maintained & equipped. Signets, Voyager VHF, Lewmar self-tailing, full head, custom teak, etc. Documented. Call a.m. (707) 374-5590.

**1978 CAL 2-29.** Well-maintained. Equipped with Hood stow sails. Atomic 4 eng., fresh water cooled. Radio, depth. Great boat for easy sailing/cruising. \$26,500. (415) 435-1173.

**RAWSON 30.** Australia veteran. Complete cruising gear, charts, etc. Ready to go again. \$24,000. Ita, Lakeville Marina behind Gilardi's, Petaluma or P.O. Box 2852, Petaluma 94953-2852.

**CAL 9.2R (30-FT) RACER/CRUISER.** Ron Holland design, fast, Bristol. 6 bags sails, VHF, knot/log, Loran, wind, depth, stereo, Navtec rod rigging, folding prop, lead keel. Numerous extras. Diesel 11 hp. Negotiable \$41,500. (707) 446-8399; 5 p.m.-9 p.m. or mssg (707) 642-5915.

**ERICSON 32 FOR SALE.** Excellent condition, professionally maintained, surveyed this month. Surveyor calls this a gem. One owner (purchased in 1979), mast & boom painted white. Downwind, transferable 35' berth near yacht club in Berkeley Marina. (415) 795-0622.

**FANTASIA 35, 1980.** Very good condition, excellent cruising or liveaboard, cutter rigged. 45 hp dsl, 260 hrs, 120 gals fuel, 225 gals water. Teak deck, documented, many extras. \$61,000. (415) 521-6261 eves/weekends.

**ARIES 32, 1984.** Excellent condition. Tons of cruising gear. Never sailed outside the Bay. Prime Sausalito liveaboard berth. 63K invested, will sell for \$49,000. Call Dave at (415) 331-3612 and leave message.

**CARTER 30, 1975.** Limited production racer/cruiser by Dick Carter. Electronics include windspeed/direction, boat speed, depth, VHF, Loran, AM-FM cassette stereo. 7 sails, full spinnaker gear, hydraulic backstay, Yanmar dsl, excl. cond. Must see (and sail) to appreciate. \$33,000. (707) 224-3123.

**1985 CRUISING FOLKBOAT.** Newly new, all wood. Safe, fast design, being readied for passage making. Self-bail, vane, gear. Price reduced to \$6,500. Will consider partner. Marin berth. (707) 857-3868.

**1963 26-FT FIBERGLASS SLOOP.** Standing headroom, i.b., VHF, stereo, 4 bags sails, full boat cover. Second boat. Needs cosmetic work on outside wood. Make offer. Robert, (415) 757-2514 after 5 p.m.

**FOR SALE: 32-FT FIBERGLASS SLOOP & trailer.** Needs work. \$5,000 or trade for 912 Porche or antique racer or ? Also 12 AMF Alcott-Puffer 12' sloop. \$1,200. Call Steve, (408) 475-5878 wkends; (408) 354-3785 Tues-Thurs. after 4:30 p.m.

**CATALINA 30.** Excellent condition. Atomic dsl, new batteries, wheel steering, marine radio, knotmeter, depthfinder, Autohelm, deluxe teak interior, lots of brass, refrigerator, telephone, shorepower, press. water, shower, stereo FM/tape, tabernacled mast w/electric winch. \$28,500/OBO. (408) 720-0322.

**1981 CATALINA 27.** For the discriminating buyer! Traditional interior, Atomic 4 i.b., numerous amenities, protected upwind Coyote Pt. berth combine to make this an exceptional value at \$19,500. Call (415) 321-1603 or (408) 447-0109 for a complete inventory list. Trades considered.

**COL. 8.7, 1977 29' SLOOP.** Equipped for offshore cruising. Wheel, Atomic 4 gas, 23K/B.O. Seller self-motivated. Owner, 935-2047.

**DUFOUR ARPEGZ 30, 1971.** Great for Bay or ocean sailing. VHF, depth, 2 spinnakers, 3 jibs, Volvo MD-2. Just hauled. Check out this well-designed boat. \$24,000/make offer. (408) 241-2919.

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**INTERNATIONAL FOLKBOAT, 1970.** Well-maintained with new sails. Evinrude 7.5, epoxy bottom, quality equipment: Autohelm, 12-lb Danforth, 25-lb CQR, factory sink, tri color, ds, VHF, etc. C.P. berth. Looks great, sails even better. \$13,000. Bill, wk: (415) 324-5470; hm: (415) 367-0832.

**CAL 29, 1974 SLOOP.** Full race/cruise gear. Volvo gas engine, custom interior. \$22K. Call Chuck after 5 p.m.

**CAL 25 — \$5,999.** Sausalito berth. Good condition, well-maintained. 3 jibs, 2 mains, 3 hp Johnson o.b. Sleeps 4, great fun. (707) 545-8614.

**COLUMBIA 26 MKII.** Dry & comfortable Bay sailer/overnighter/weekender. Spinnaker, 4 jibs, 6 Barlow winches, new traveler, adj. backstay, Chrysler 7.5 hp o.b., 2 fuel tanks, 2 anchors. Head, stove, Porta-potti, cockpit cushions, lifelines. Upwind Berkeley berth. \$6,000. (415) 526-2522.

**NOR'SEA 27.** Completely proven bluewater classic. Custom rig and interior, 6 sails, 5 anchors, 250' chain, Ham, VHF, RDF, EPIRB, liferaft, etc., etc. and it's absolutely beautiful! A great value at \$27,000. Leo (415) 528-4727.

**CHRYSLER 26, 1978.** Swing keel model. Good sails, very roomy interior with galley, dinette, enclosed head, stereo, VHF, battery charger, Honda 10 hp o.b. Great for Delta & Bay sailing. Located Loch Lomond Marina. \$7,500/OBO. Bruce 363-0860; Jim 453-2348.

**BEAUTIFUL CALYPSO.** Well-tended 1976 Ericson 27. 9.9 hp '82 Evinrude o.b. Oversize rigging, winches, new side stripes & bottom, VHF, speedo, depth, 130 genoa. All safety gear. Mint. \$19,950. Eves. (415) 593-6223.

**1974 CORONA00 27.** VHF, depthsounder, stereo, Honda 10 hp o.b. Excl. shape, genoa, great Bay cruising sloop, sleeps 4, refrigeration installed. Zita needs a new master. Sausalito slip. \$7,500. Call 331-0746 after 7 p.m. weekdays.

**PEARSON VANGUARD 33.** One of Rhodes best designed f/g boats. Excellent fun off-shore or Bay sailing. Dry, safe, & easy to handle. Needs engine work & TLC. My wife says I must sell now "as is". \$17,000. Call Dan (415) 461-5740.

**CATALINA 34, 1987.** *Desiderata*. Hull #458. Launched 5/87. Documented. Better than new. Many extras. Beige hull, green trim, green canvas. Epoxy bottom coat. The best yachting value on the Bay. Alameda upwind berth. Seriously for sale. (415) 521-3849.

**HAVE YOU WANTED TO GET INTO SAILING** but the cost was too high? Five partners have owned this Clipper Marine 30 for ten years. At \$7,500 ready to sail it would cost five new partners \$1,500 each to own it. Of course, one owner can buy it. Complete expenses for berthing, maintenance, insurance, etc., work out to \$200/quarter each. Great boat for Bay and Delta sailing and fun for overnights. Large cockpit. Sausalito berth. Phone (707) 539-1840.

**NOR'SEA 27.** Aft cabin sloop, 1977, factory finished, 15 hp Yanmar dsl. The finest small cruising yacht available for any price, this one is a steal at only \$26,900! Located in Redwood City. Call John at (408) 335-5251.

**ERICSON 38 FOR SAIL:** Pay the berth fee & sail my E-38 for 2 weekends per month. Minimum one year obligation. References required. Call Jack after 6 p.m. 523-3433.

**PEARSON 30.** Clean, excellent condition, VHF, AM-FM stereo-cas., ds, 2 complete sets of sails including full battened main, plus genoa & storm jib. Atomic 4, legal head, full galley, sleeps 6, pedestal steering, rowing dinghy. \$24,500. (916) 652-5987 eves.

**CRUISING KNARR #62.** Beautiful condition. Real performance boat with cruising interior. Sleeps 4. 30'4" x 7'x4'3". Danish built. Mahogany on oak. Knotmeter. Depthsounder. 6 Barients. Full cover, head, spinnaker, CQR, sink, stove. 1983 mast, rigging, 7½ hp Evinrude. Slip included. \$6,500. (415) 641-4421.

**ISLANDER 30 MKII.** Runs great, no blisters, 2 mains, 2 spinnakers, 6 jibs, 8 winches, adj. backstay, windspeed, knotmeter, wind indicator & much more! Just \$16,750. Call before 2 p.m. or leave messages. (415) 343-8763.

**COLUMBIA 26 MKII.** Excellent Bay sailer, sleeps 5. 2-burner stove, new 10 hp o.b., VHF radio, lifelines, stereo, etc. New bottom paint. \$7,500. (415) 848-0259.

**30-FT TRAO. GAFF-RIGGED CUTTER Quest.** Cruise ready, just back from So. Pacific. Heavily built of Port Orford cedar, launched '68. Saab 10 hp dsl, bristol cond., much equipment. Master Mariner winner. See in Alameda. \$35,000/or land trade? (415) 525-1052. Paul or Cindy.

**26-FT PEARSON ARIEL.** Good condition, 2 mains, 2 jibs, spinnaker, oversize Lewmar sheet winches, o.b. Good Bay sailer. Active racing class. \$7,500. (415) 543-4603 weekdays (Les) (415) 435-1082 eves. & weekends.

**BEAUTIFUL TRADITIONAL POCKET CRUISER** Nordic Folkboat. Mahog. on oak, Mexico vet, dodger, bow & stern pulpits & lifelines, British Seagull, fast & easy to handle. Colvin lug rig, must see to appreciate. \$6,900/OBO. (415) 234-3690.

**CHEOY LEE 31K.** Classic teak deck with wood spars. Recently refinished & re-chromeo. A beauty. 5 sails, knotmeter, VHF, windvane, many extras. \$31K, or will consider right partner. (415) 587-9605.

**DESPERATION SALE — TAKE MY BOAT!** 26' Atkins Erc or double-ender. Well-maintained. Fir on oak, dsl, cutter rig. Great Bay & coastal cruiser. Anxious, anxious, anxious! Tax situation forces sale. \$8,900. Ready to deal!! John or Erin (415) 731-7854.

**26-FT CHEOY LEE FRISCO FLYER.** Rugged, beautiful pocket cruiser, f/g, teak overlay decks, 4 sails, newly rebuilt Volvo dsl. \$11,950. 26' Haida. Sloop rigged & fast. F/g, furler, dsl, Roy Richards design, extensive refit, dual axle trailer for 24-26' boat. 331-4535.

**28-FT CATHAY JUNK.** Teak bottom, solid mahogany topsides, S.R. berth. Poss. liveaboard. \$7,500/B.O. (707) 996-0605 aft. 5 p.m.

**H-28 KETCH.** Completely refitted for cruising, i.e., stays, winches, sails, keelbolts, ground tackle, bilge pumps, rail dodger, new Yanmar dsl & Autohelm 2000. Must sell. \$25,000/OBO. (415) 331-2612.

**YANKEE 30 — TALL RIG.** Sparkman & Stephens. 11 sails, Lewmars, VHF, km, ds, etc. Recently rebuilt Atomic 4, Martec prop. 2 boats, must sell. \$28,500/offer. (415) 284-9094.

**OUFOUR 31, 1981.** Beautiful cruiser in immaculate condition. This classy looking & sailing boat is the best buy on the west coast at \$28,900. (408) 727-4559.

**ISLANDER 28-FT.** Excellent condition, fully equipped, 4 sails, Atomic 4 eng., Berkeley marina berth near the yacht club. \$28,000. 254-1301; 254-7270.

**THE FALMOUTH CUTTER POPEYE** is for sale. At 22' LOD, 31' LOA this Lyle Hess design is ready to sail anywhere, from La Paz, Mexico. Quality loving sailors wr: Hughes, Revolucion 555, Republica y Guerrero, La Paz, BCS, Mexico.

**CATALINA 27, 1983.** Excellent condition, Universal dsl, km, ds, VHF, stereo, extras. (408) 255-8395. Oakland berth. \$19,500.

**ISLANDER 26, 1977.** Inboard, VHF, comp., ds, dm, 2 jibs, main, new cover, jiffy reefing, new upholstery, lifelines, jackets. (415) 366-6163; (408) 249-4640. \$9,500.

**CATALINA 27.** Excellent Bay cruiser/racer, very clean. Mast, boom (tall rig) & rigging all new in 1988, new Neil Pryde main, new electrical system. VHF, 15 hp o.b. w/electric start, new interior upholstery in 1987. Owner motivated \$10,950. (415) 659-1461.

**DOWNEAST 32, 1976 CUTTER.** Yanmar 27, radar, VHF, Honda 650 gen., Arco solar panel, 12 amp wind gen., ap, inflatable with new Johnson, shower & more, set-up to cruise. \$54,000. (805) 772-8277.

**ERICSON 27.** Atomic 4, new rigging, new Hood main & furling genoa, cruising spinnaker, halyards & sail controls led aft, self-tailing winches, VHF, depth & knotmeter, autopilot. Excl. cond. \$15,750. 435-0356.

**COLUMBIA 30-FT.** Atomic 4 i.b. Halon, VHF, Loran C, wheel steering, stove, etc. Surveyed at 22K, sell at 17K or make me an offer. Call (415) 556-4902 or 4903, ask for Mr. Underwood or leave message.

**ERICSON 27 — \$18,000.** Inboard gas, well-maintained & equipped, ds, wp, km, RDF, 2 compasses, VHF, Tillermaster autohelm, Quartz clock barometer, 4 sails in excellent condition, 2 Danforth anchors ea/w 20' chain, 300' rode, Combo alcohol/electric stove, holding tank, shore power, 1972. (415) 324-6447 days; (415) 967-6066 eves.

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**28-FT HAWKFARM CRDSSIRE.** Excellent Bay boat, active YRA class, performance cruising, full equipment, Berkeley berth, motivated seller. \$23,950/offer. 372-6593.

**HUNTER 27 GIVE AWAY!** \$750 and the assumption of a very low payment & my bristol, totally outfitted beauty is yours. Dver 10K in 'goodies' are yours for the asking. Call (408) 354-3857, eves. are best.

**ISLANDER 29.** Excellent full keel cruiser recently upgraded with Yanmar dsl. Good condition with ds, km, VHF, 5 sails. Recent survey. Lies Berkeley. Asking \$15,900. Call (415) 235-0371.

**ERICSON 32, 1973.** Fully equipped for cruising & in excellent condition. Owner, 71, switching to power. \$25,000. (415) 435-3398.

**SAILBDAT FOR SALE.** Islander 37, good condition, 1967. Gray 30 hp gas engine new 1978. Spinnaker gear, club jib, RDF, VHF. \$24,900. 435-0811; 453-9254.

**RANGER 33.** Legendary Gary Mull racer/cruiser. Very clean, comfortable, lots of stowage, sleeps 6, wheel steering, alcohol stove & Atomic 4 with new exhaust. Includes 5 sails (new main & jib), VHF, rubber boat, wind instruments, knotlog. Call (408) 374-4935 after 5:30. \$33K/offer.

**1983 HUNTER 30' — \$27,500.** Excellent condition. Many extras. Yanmar diesel, refrig., wheel steering & Richmond berth. If you see it & sail it you'll buy it. Call (916) 966-6473 after 4:30 weekdays.

**YAMAHA 33.** Excellent 1979 model with 8 Lewmar winches, mainsail w/3 reefs, storm jib, 110% & 150% genoas, & 3/4 oz. spinaker. Depthsounder, Horizon VHF, 22# Bruce & 13# Danforth Hi-tensile anchors w/chain & nylon rode. Yanmar dsl. \$28,500. (408) 266-0262.

**RANGER 26.** Good condition, racer/cruising. Spinnaker, knotmeter, depthsounder, VHF, compasses, adj. backstay, o.b. eng. \$10,800/OBO. Must sell. Call Larry at (415) 784-7046 days or (415) 881-5560 eves.

**COOT.** Built by Bob Dazr of all California woods. Could do with some brightwork. Owner out of town too much, is reluctantly selling. Coot is really beautiful. Asking \$7,500. Phone (415) 332-3358.

**SPITZGATTER 29-FT DDUBLE-ENDER.** Danish sloop, built 1952, fir on oak, heavy constr., Volvo 2-cyl dsl. rebuilt. Safe, seaworthy, sound, cozy cruiser with beautiful lines. Buying house, must sell. \$7,500. Eves. 467-5850; days 861-6000, Ron Sailor.

**FREE MAINTENANCE.** Tired of stripping & varnishing teak, polishing the britework, diving the bottom & scrubbing the deck? Experienced Bay skipper would like to maintain your sloop in exchange for sailing privileges. References available. Call Doug at 769-1200 days or nights.

**CATALINA 27.** Inboard gas OMC saildrive, 3 sails, depth, compass, VHF, 4 winches, 2 anchors, very clean, must see! \$13,500/offer. (415) 435-1602.

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**CREALOCK 37.** Cruise equipped: 6 new sails, 36 hp Volvo MD17 (40 hrs), Aries vane, Technautics refrigeration, hot-cold pressure water, stainless propane stove, kerosene cabin heater, epoxy bottom, Norseman fittings, tabernacled Ballenger mast (singlehanded operation). \$98,000. Chris at (408) 423-4076.

**ISLANDER 36.** Custom cockpit rigged. Perkins dsl. 45 gal. fuel, 120 gal. h/c water, shower, auto battery charger, VHF, RDF, depthsounder, lead keel, Monel muffler, insulated icebox, sound-insulated engine compartment, Zodiac, teak boarding ladder, Sausalito berth. (415) 696-4613; (408) 867-9351.

**ISLANDER 36.** Cruise ready, extra strong & seaworthy. Additional gear worth \$20K includes vane, dodger, 8 sails, ham, etc., etc. Price negotiable on equipment included. \$45K with everything. Call Joe (408) 423-4230.

**DLSDN 40 Spellbound.** TransPac equipped. \$129,000/OBO. Ask for Lou at (916) 753-9331.

**GULFSTAR 37, 1979.** Great shape in & out. \$65,500/possible trade for R.E. Motivated seller. (415) 886-6966.

**CAL 34, 1968.** 6 sails, Atomic 4 gas, 2 anchors, some electronics. \$29,500. Al (408) 295-4025 hm; (415) 367-2102 work.

**"DEFIANCE" 40-FT NEW ZEALAND SLOOP.** 13,000 lbs. of cedar/kevlar/S-glass (WEST) launched at Lidgard Yachts Ltd., Auckland, 1982. 6 oz. f/g skin, new LPU topsides & micron bottom 6/86. New Hulse rig 8/85. Complete cruising interior, dinette, galley, nav. station, sleeps 6. B&G 190, Loran, SSB, VHF, stereo, autopilot, 16 bags of sails, 12 winches, 2 poles. Yanmar dsl. 10% loan. \$50,000 below appraised value. Must sell, best offer. John Shirley, (415) 421-0174 days; (415) 820-1552 eves.

**ISLANDER 36.** Must sell, excellent condition, upgraded oak/teak interior. Stereo, shower, h/c water, CNG stove, recently serviced Perkins dsl with low hours. \$44,000. Call anytime, (415) 938-2969.

**1981 FREEPORT 36.** One owner, bristol. Reluctantly must sell our much loved yacht. Pier 39 berth avail. \$69,000. (415) 342-1746 days/eves.

**NEWPORT 41-FT.** Sloop rig, new everything, great liveaboard/ready cruiser, sleeps 7, excellent upwind berth, much loved, 2nd owner, full sail inventory, spinnaker, Westerbeke dsl., dsl heater, refrig., Loran/wind, life-raft, folding & stand. props., 3 anchors, chain, etc., etc. Exceptional boat! \$72,500. (707) 448-2488.

**41-FT SEA-TIGER KETCH.** Bristol condition ready for cruising and/or comfortable liveaboard. Well-equipped w/12 sails, incl. roller furl genoa, f/g hull, teak trim, teak & mahogany interior, solid teak housing, Perkins dsl., large salon, galley & head w/separate shower, Avon, full boat cover & lots & lots of equipment for cruising. Must see to believe! Only \$75,000. Call Rob at (415) 332-1177.

**1981 TAYANA 37.** Priced to sell! Lovingly maintained in excellent condition. Cutter rig, 4 sails, Perkins 4-108. Datamarine instruments include: kl, ds, wind machine, VHF. Teak decks, teak coach roof, teak cockpit. Cold Machine, propane oven & much more. Built for 2 to liveaboard &/or cruise. Call for complete equipment list & recently reduced price. Buy from owner & save broker fees. Bob Kleckner, days (415) 442-2519; eves. (415) 589-7560.

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**ALAJUELA 38, 1976.** Cutter rigged sloop. Solid glass, dsl. Hauled & surveyed Oct. '87. Bristol interior, Skipper head, Aries vane, extras. Market value \$80,000. Asking \$65,000 for quick sale in buyers' market. 20,000 cruising miles. B-21, Emery Cove Marina, Emeryville.

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**POLARIS 43 MKII CUTTER '83.** *Capella*. PHRF 108. Perry custom redesign, original owner, proven passage-maker with SatNav, windvane, Alpha AP, Nilsson electric windlass, refrigeration, dodger, Bimini, liferaft, 7 sails, Harken roller furling jib. \$115K. (408) 624-8910.

**CHEOY LEE LUDERS 36, 1976.** Must sell for move to larger boat. Lots of gear: dodger, Volvo dsl, awning, Loran, AP, electroguard, windlass, ground tackle, VHF, fathometer. New epoxy bottom and more. Lovingly maintained. Consider trade. \$47,000. Jim, (415) 331-2309.

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**YORKTOWN 39, 1976.** Center cockpit sloop. Huge aft cabin, very sturdy liveaboard, new dsl & complete refit in '85. Lots new parts & all receipts. Needs few finishing touches. Details at (415) 420-0432/mssg. \$36,000.

**43-FT CUSTDM BUILT, NEW ZEALAND,** center cockpit, auxillary ketch, 1964, '87 refit including LPU finish hull & decks, full canvas boat cover. \$85,000/DBO. Call Rob at 1-(916) 371-1556 or 484-6105 for survey & history.

**ATKIN DDUBLE-ENDER,** Colvin Schooner rig, 36' LOD, 42' LOA. Very good condition. Ocean vessel & great liveaboard. \$39,500. 397-0956; 982-4779. Will trade for R.E. or finance.

**ISLANOER FREEPORT 41.** 1976, fiberglass, full keel cruising ketch. Teak interior & sole, extensive cruising inventory, SatNav, autopilot, radar, liferaft, Zodiac w/15 hp Suzuki on davits, fireplace, 100 hp Chrysler dsl. plus Onan 3 kw dsl. generator, AC/DC & solar powered refrigeration. Extensive cruising engine parts, Japanese ceramic tile throughout, New Force 10 stove & oven, microwave, new plumbing in galley with double water purification system and much, much more. All in A-1 shape & ready for Mexico or the world! \$119,000. (415) 243-0255.

**ISLANDER 37-FT PILOTHOUSE.** Beautifully maintained, great cruise, liveaboard, roller furl main & genoa, club staysail, 75 hp Volvo, 3 kw dsl gen., wheel steer inside & out, davited sailing dinghy w/2 hp o.b., autopilot w/remote, Loran, km, log, ds, wind S&D, refrigerator-freezer, microwave, h/c press. water, shower, stereo, TV. Sausalito berth. \$62,000. Days (415) 256-3075 eves. (415) 332-2472.

**HUNTER 37, 1984.** Better than new. Additional upgraded winches, teak interior, sink, vanity, shower, holding tank, pressure & hot water, stereo/tape, VHF, depth, windspeed & direction backstay. '87 haulout & paint. \$72,500. Sausalito. (415) 435-2924.

**CS 36 SLODP.** Fast cruiser/racer, 36.5' LOA, excellent condition. 5 North sails, roller reefing/headfoil, Westerbeke dsl, folding prop, full electronics incl. Loran & wind, refrigeration, hot/cold press. water, propane stove w/sniffer, more. \$69,500. Motivated. (415) 791-5194.

**PEARSON 36.** Beautiful & fast ocean racer/cruiser. Blue hull. All teak below. Set for single/short handing. Crankable dsl. Signets, autopilot, Monitor vane, 6-person liferaft, many sails. Ideal for offshore cruising/racing and/or liveaboard. Just hauled. Documented. \$48,000. (801) 649-3394.

**ERICSON 39.** Rerigged, mast painted, 1/2" S.S. mast step. 9 sails (spinnakers, staysails, blooper, genoas +), 17 winches, Atomic 4, new Force 10 heater. Congressional Cup winner (Dennis Conner's skipper). Beautiful, fast & roomy. 60 or smaller boat. 1-(209) 465-5557.

**CENTER COCKPIT 41-FT KETCH,** Island Trader, all f/g. Perkins 4-108, low hrs. Radar, Cold Plate frig. & freezer. New LPU on hull, Ham radio, ap windvane, 2 heads, 2 showers, custom teak interior, all new cushions & fabric. Excellent condition. Must see to appreciate. 2-pg list of addtl equipment, large spare parts inv. Orig. owner. Great liveaboard. \$85,000. (805) 984-9346.

**NEWPORT 41.** 1973 f/g sloop, C&C design, custom built. 1983 Yanmar dsl, 11 sails, Micron 33 bottom, solar power. New: autohelm, refrig., roller jib, loran, heater, elec. windlass. \$78,000. (707) 823-3776.

**WILLIAM ATKINS 43-FT "LITTLE RANGER" KETCH.** 1962. Double-ender, mahogany, oak, monel, Ford dsl. Bristol, cruise ready, too many spares to list. Asking \$89,000. Call (619) 224-5539 eves.

**CHEOY LEE 44' MID-SHIP KETCH.** Leuders design, 1977. Beautiful & spacious. Perkins 50 hp dsl. Perfect for cruising or liveaboard. 2 heads, 2 showers, 2 refrigerators, microwave, stereo, full-galley, BBQ, teak interior & teak decks, dinghy on davits. Terms: \$109,000. Call (415) 331-5509.

**ERICSON 36.** Cruising model, 1977. Bruce King design specifically for cruising without sacrificing performance. Good condition. Cutter rig, all wood interior. S.F. slip. \$55,000/offer. (312) 664-7114.

**CUSTOM PERFORMANCE CRUISER 36.** Designed & built by Charley Morgan. 1978. Westerbeke dsl, Navtec solid rod rigging. Hood furl-re system. Dodger, cushions, refrigeration, Barient self-tailing winches, spinnaker gear, shower, rigged for single/short-handing. Navigational & safety equipment. Autopilot. S.F. Marina berth. A great boat. \$77,000. (415) 664-7777.

**HANS CHRISTIAN.** Robert Perry design. 4-cyl dsl. 120 gal. fuel, 100 gal. water, 9 bags sails, 9 winches, Norcold refs., Alfa autopilot, Flash hot water heater, Signet, V.D.O. VHF, RDF, anchor windlass, dodger. Must see. \$55,000/DBO. (408) 245-1387.

**DHLSDN 36-FT SLOOP.** Built in 1963 in Sweden. African mahogany over oak frames. 5 bags including spinnaker. Greymarine 4 cyl. Recent survey & haul-out. All new rigging & topside paint. \$20,000. Will consider owner financing. 381-6060.

**36-FT SLDDP, SAMPSON C-BIRD.** Liveaboard. Canadian built 1978. Sleeps 4. Mahogany interior, 30 hp British Tempus Leland. Needs work. \$29,000 or best offer. (714) 861-2670.

**42-FT PEARSDN, 1981 KETCH.** Immac. cond., well-equipped. Exc. layout for cruiser/liveaboard. Abundant storage, 6'4" hdrm, sep. shower, Westerbeke 58 hp dsl (500 hrs). Light, airy & comfortable interior. Orig. owner, never in charter service. Asking \$110,000. (408) 274-5784.

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**41-FT KETCH — CUTTER RIG.** 1972 Yankee Clipper, excl. cruising/liveaboard. Perkins dsl. alum. masts, radar, Loran, VHF, depthfinder, autopilot, elec. windlass, liferaft, +130 jib, 4 anchors, separate shower, fireplace. Berthed Bay Area. Call for extras. \$59,000. (209) 293-7438.

**1985 CATALINA 36, Promise.** Beautiful condition, VHF, ds/km, refrigeration, CNG, Force 10 heater, battery charger, dodger, roller furling, Lewmar 48 primaries & much more. Asking \$63,000. (415) 368-6129.

**1988 WESTECH 39' GARY MULL SLOOP.** 9,300-lb displacement, 650' sa. Elliptical rudder & keel. Yanmar dsl. Complete with rod rigging, Lewmar, hydraulics, etc. Offered factory direct wholesale. Ph (408) 429-9368.

**TAYANA 37 CUTTER, 1979.** In excellent condition. Pisces 60 hp dsl, dodger, Avon liferaft, dinghy w/o.b. Hot & cold press. water, Hi-Seas heater, stove, VHF, autopilot, RDF, refrigeration, stereo, custom liveaboard features. (415) 583-5825. \$75,000.

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**CATALINA 36, 1984.** An as-new cruising/liveaboard boat that has everything plus many extras. She is ready to move aboard right down to the telephone. Santa Cruz sublet included. This yacht is in excellent condition. \$58,000/B.O. (408) 476-2039; (408) 479-9861.

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**41-FT RHODES BOUNTY YAWL.** Strong & fast world cruiser, pristine condition, custom interior, sea-going galley, 14 sails, autopilot, windvane, depthsounder, knotmeter, sumlog, VHF, dinghy, excellent ground tackle. \$54,500. (805) 984-6561.

**36-FT NOVA SCOTIAN CUSTOM CLASSIC KETCH.** Sleek & fast. Teak interior, oak keel, aluminum rigging, 6,000 lb ballast. Sleeps 4. Appraised at \$36,000. Owner's transfer forces sale for \$26,000. To view, call Barbara, (916) 758-4821.

**ISLANDER 44, 1976.** S.F. Marina berth. Wheel, BMW dsl, loran, depth, knot, stove, refrig., new roller furling. Sell all for \$60,000/B.O. or negotiate terms for 1/3 share. (415) 239-8569.

**CLASSIC 45-FT 1949 STEPHENS** cabin cruiser, great lines, lots of britework, teak & mahogany. Liveaboard or Bay/Delta cruising. Will consider trade up for 38-44-ft f/g cruising sailboat or \$45,000. Recent clean survey. (408) 723-1986.

**PEARSON 36' SLOOP.** This 1973 yacht is in like-new condition due to low usage over the years. Dsl, electronics, new bottom, lots of extras for racing or cruising. S.F. Marina berth. Partnership bust makes this deal of the year! \$50,000/OBO. (415) 342-2777.

**LANDFALL 39 PILOTHOUSE CUTTER.** Incredibly equipped, with \$28,000 refit in 1985 in preparation for Alaskan cruise. Since returning she is for sale to a discriminating buyer looking for an incredible liveboard or cruising boat. Sleeps 6 in 3 cabins, workshop, 5 sails, Dickens dsl stove, Avon cannister raft, excellent ground tackle, dinghy, o.b., radar, loran, hyd. autopilot with remote, 2 ds with cockpit repeater, wind instruments, VHF, CB, digital stereop with equalizer, refrigeration, TDX, separate shower, 110v inverter, teak interior, teak decks, custom skylights, 70 hp dsl, crab & shrimp pots, too much more to list. Price reduced to \$72,000. (707) 578-1004.

**TWO FOR ONE.** 1980 Tartan 37, Sparkman & Stephens designed sloop, deep-fin keel, Barrier coat epoxy bottom, 50 hp Westerbeke dsl, hot-cold press. water, Lewmars, VDO electronics, VHF, EPIRB, CNG stove/oven, Electro-guard corrosion control. 8-ft Fatty Knees sailing dinghy with new 4 hp Johnson o.b. \$79,500. (415) 331-6161 days; (415) 331-2709 eves.

**DOWNEASTER 38.** Liveaboard, Berkeley Marina, 1976 sloop, 24 hrs. Yamar, sleeps 7, lots of space, hot & cold pressure H2O salt water, propane stove w/oven, refrigeration. New spary dodger, Fatty Knees dinghy with mast & sail. For sale/rent/trade. \$60,000. (415) 845-4970.

**FORCED SALE: FORMOSA 36 KETCH, 1981.** Excellent condition w/new LPU paint, full instruments, dsl, Fatty Knees sailing dinghy. Stiff cruiser w/extended range. Huge cabin 6'2" hdrm, LPG range/oven makes perfect liveaboard. Best offer. \$43,000. (415) 548-1845.

**41 MORGAN O.I. KETCH** in liveboard berth. Washer/dryer, microwave, TV, stereo, 2 refrigeration systems, fireplace, propane heaters, sailing dinghy on davits, roller reefing jib, Combi system, fully enclosed center cockpit canvas with screens. \$73,500. (415) 522-6945.

**38-FT KYLE-FELLOWS DESIGNED,** built by Fellows & Stewart, 1931. 9 1/2' beam, cedar on oak hull completely refastened, interior & exterior teak restored as original. Repowered, Chris Chevy 283. New wiring. Sleeps 5, trunk cabin design. Worth 29,000. Asking \$19,500. Phone Harry Graham, (415) 343-1154.

**36-FT CATALINA 1986.** Clean, like-new, perfect cruiser/liveboard, autopilot, loran, Signet instruments, VHF radio, refrigeration, CNG stove/oven, microwave, dsl heater, dodger, wind curtains, lots more! Owner leaving soon, price reduced to \$52,000. Boat location — Cabrillo Marina, San Pedro, CA. (213) 547-1210.

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**51-FT CUSTOM STEEL SCHOONER, 1986.** Perkins diesel, refrigeration, large freezer. Forward & aft cabins, roomy head, large separate shower, wide decks, fully insulated hull. Excellent voyager/liveboard. \$150,000 firm. Eves. (707) 553-8204.

**57-FT LOA KETCH.** Center cockpit, aft cabin, 14' beam, draws 6 1/2", large salon, 2 heads, 1 1/2" striped plank mahogany over douglas fir, white oak main frames, ribs. Custom built by Newort RI master builder 1984. 5 bags working sails, complete ground tackle, Loran C, 200 gal. press. water, 150 gal dsl, 90 hp iron wind. 2 gph at 7 knots. Full dodger & more. Recent out-of-the-water survey. Seriously for sale — 5 figures, much below survey. Call (503) 761-2933.

**1981 FORMOSA 46** (Now Kelly-Peterson). F/g, center cockpit cutter, 2 staterooms, furnace, propane, 110v-12v refrig., perfect 90 hp Ford-Lehman. Inflatable, VHF, ds, knotmeter, log. Heavy standing rigging, custom features. \$99,500 value, sacrifice for \$87,500. (415) 955-6317 or (415) 456-7144 eves.

**1987 STEEL PILOTHOUSE CUTTER.** 48' LOA, 42'6" LOD, professionally built to circumnavigate, many extras for comfort & safety, full batten main, dual station steering, sleeps 9, can singlehand. Beautiful boat, must sell. \$120,000. Box 193, Bellingham, WA 98227. (206) 384-5717.

**46' GARDEN PORPOISE** (solid teak hull). *Morning Star* completed her 8-year circumnavigation in 1981, after which the book *Voyage of Commitment, "Morning Star" Around the World* was written by Ray Triplett. She's a beautiful ketch, with teak interior — handcarved in Bali — ready to take you around the world or anywhere you like! Pressure water, refrigeration and shower for comfortable liveboard. Aries windvane, elec. autopilot, power windlass, VHF, DS, liferaft, rebuilt Perkins 80 hp diesel. \$110,000. (415) 851-5177.

**"ANNA": DISTRESS SALE.** Below appraised price. 65-ft Alden ketch, 1926. New: stainless & brass rigging, custom oak & mahog. interior, teak deck, full AC/DC propane galley, microwave, wood stove, Perkins dsl. See. Make bid. Negotiate terms. Marlan Shanks, mess. (415) 685-7444.

**46-FT FERRO CEMENT KETCH.** Professionally built, all teak flush deck, all walnut interior. Fully equipped for cruising, Mexico vet. New dodger, full deck cover, generator, SatNav, radar, loran, autopilot, 365 gals. water, 350+ dsl, ac, bathtub, washer/dryer, dsl heater, propane galley, 85 hp Lehman. \$98,000. May take motorhome or residential property on trade. (916) 371-2036.

**CUSTOM 76'x21' BEAM MOTORSAILER.** Well-traveled. Was used as tender for dredging, 27 tons deep freeze, full machine shop, large galley, 2,000 gal. dsl, 530 gal water, fireplace. Sleeps 9 in 4 staterooms. Two generators, spare main eng., needs stem & deck work. Hull okay. Same owner for 18 years. \$90,000/OBO. 359-2802.

**60-FT MOTOR SAILER.** Comfortable liveaboard, Hartog design, double-ender in ferro cement, professionally built. Pilothouse aft with shower & galley. Workshop, lathe, drillpress, welder, generator, etc. 671 dsl & new sails by Sutter. Radar, VHF & much more. 35K/OBO. (415) 237-4840.

**48-FT CLASSIC 8 METER SLOOP.** Norwegian built in 1928 of pitch pine over oak & iron frames. Nissan Pisces dsl. Full boat cover. A very fast & beautiful yacht. Lots of headroom. \$19,000. Possible owner financing. 381-6060 aft 10 a.m.

**SAMPSON SEABREEZE 50' KETCH.** Spacious, pilothouse cockpit center. Large captain's cabin aft has dbl. plus jr. berth, private head w/shower, private stateroom forward. Sleeps 9. Fully equipped galley incl. microwave. Complete workshop in engine room, 3 electrical systems, electronics. Fully equipped for world cruising luxury, liveaboard economy. El Toro sailing dinghy. Reduced from \$94,000 to \$64,000. May take real estate or smaller boat in trade. (209) 982-5794.

**57-FT CHINESE JUNK, 1971.** Large aft cabin, cargo hold, sleeps 2, beautiful carvings. Wonderful character boat for liveaboard, curio shop or floating office? Twin Gardner dsls, 3 red sails. Natural wood finish. \$54,900 cash. (415) 439-2672.

**104-FT (LOA) SAILING SHIP** for the Ancient Mariner. Dutch built, 1903, well-maintained, black iron Baltic ketch w/3,000 sq.ft. sail, teak decks. Approx. 1,200 sq.ft. down below. 2 salons, 2 wood-burning stoves, 6 staterooms, wheelhouse, shop. Sail-ready w/extensive inventory. Leaving Bay Area. \$160,000. (415) 331-2044.

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# classy classifieds

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**CAPT. COUSTEAU, OU EST VOUS?** Zodiac MK III (15½'), new 40 hp Nissan, elect. starter, remote controls, wheel steering, windshield, seating, launch wheels. Loaded & hot! \$5,000/B.O. Stu, 468-4130 days; 668-6322 eves.

**8-FT DYER DINK.** F/g, flotation, sail or row, perfect yacht tender, complete with like-new sail/spars & 6' wooden oars. \$750. Msg: 233-1046 before June 12th!

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**ZODIAK S131 INFLATABLE AVAILABLE** — Over 25% discount. 4-man, 10 feet long, mounts 10 hp o.b., floorboard, inflatable keel, many extras. Over \$1,000 at West Marine, U.S. Yachts. My factory direct price \$800. Japanese hand-held lighted compass (\$120 value) only \$75. 527-9256.

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**PIVER DOUBLE A 31-FT TRIMARAN.** In excellent condition. \$25,000/OBO. (408) 458-0900. Ask for Dio.

**"DEFIANCE", CROSS 32R TRI.** Race ready, full batten main, 8 bags. \$29,900. Will be in S.Cal in early July at completion of Oakland-Catalina race. Crew position available for prospective buyer. Bill Maudru, (415) 369-5011/5013.

**SEAWIND 24 CATAMARAN.** There is no boat faster on the Bay of this size. 20 kts plus. 16-ft wide. Now rigged for offshore. 100% plus flotation. Owner relocating. Call Michael (415) 524-3903 days.

**16-FT HOBIE CAT.** Yellow hulls & trampoline, with trailer, '88 licensed, excellent condition. \$1,800. (415) 846-6845.

**CATAMARAN 52-FT.** Wharram style with 18 hp Dentz dsl. Force 10 propane cookstove & heat. Cutter rig, spade rudders, slatted deck, great fun! Eves. (206) 385-7605.

**MARPLES 44-FT TRIMARAN.** Extensively outfitted. Fast, safe, race or cruise. 2nd only to *Bullfrog* in '86 Singlehanded TransPac. Must sell. Offer. Dave Westphal, (415) 851-3797.

**CROSS 42 MK II, 1981.** WEST, insulated, ketch rig, Spar Tech spars, 6 excellent sails, 7 Barient winches, 8 Bowmar hatches, depthsounder, Signet log & knot, chart recorder, new Wallas forced air heater, battery monitor, beautiful tile fireplace, brand new Pisces 40 hp diesel, Martec prop, extensive anchoring equipment, insured for \$100K — transferable. This boat is very clean, has a spacious white formica & teak interior, & is a lot of boat for the money. Sacrifice for \$55,000. Eric Morris-(206) 824-0931.

**CRUISING CATAMARAN.** 1980, 34'x18' ply/glass/epoxy unstayed Chinese rig. Two dbl. berths, one single. Honda 100. Ocean proven: cruised Alaska to Mexico with family of four. Easy handling, practical boat for Bay or ocean. Only \$20,000. Gary, (415) 331-2910.

**16-FT HOBIE CAT.** With E-Z Loader trailer. Relocating, sacrifice. Excellent condition, sailed 2 summers. *Boomer*: yellow hulls with rainbow stripes, yellow jib & tramp, rainbow mainsheet, black anodized mast. Includes righting line, dbl. trapeze, hot stick, 3 harnesses. Asking \$2,000. (408) 429-5091.

**32-FT SIMPSON-WILD SHIFTER TRIMARAN.** All f/g factory-built demountable express cruiser. Rotating mast, fully battened main, standing hdm, sleeps 4 plus, new LP topsides, new Micron bottom, 10 hp Honda w/cockpit controls. Zodiac w/2 hp Honda, ap, more. Beautiful! \$15,000. (714) 855-9751.

**IMAGINE IF YOU WILL** — your new 25' Jim Brown Searunner trimaran. Great Bay boat, sleeps 2, roller reefing, 5 sails, 4 hp Johnson. Professionally built in '73. \$5,000. Steve, (415) 485-4543 or 655-5043.

**NACRA 5.7 CATAMARAN 18.6-FT.** 1986, like new, fast, fun! Galv. trailer, equip. box, beach wheel, many extras. Buying bigger boat, need cash. Asking \$3,800. Offers accepted. (415) 490-1212, Mike. Will teach to sail!

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**38'x7'x2' HERRESHOFF POWER LAUNCH,** 1979, strip plank-fiberglass sandwich hull, Perkins dsl, 1 gphr at 10 kts, 90 gal. fuel, 2 berths, stabilizers, transom gate, swim platform, very low hours, tandem axle highway trailer, insider storage. \$14,500. (209) 897-2757.

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**COOPER 353.35' CANADIAN BUILT SLOOP.** Excellent condition. Volvo dsl. Either a 1/4 interest at \$15,000; a 1/3 interest at \$20,000; or a 1/2 interest at \$30,000. Berthed at Gas House Cove, S.F. Call (415) 873-9595, A. de Laet.

**PARNERSHIP/OR LEASE.** O'Day 39-ft sloop, fully equipped, spinnaker gear, stereo, Ioran, 2 heads, 3 cabins. Available partnership at \$280/month or lease weekend/weekday. No money down. Unlimited weekday use. (415) 527-9700, ext. 221.

**OLSON 25.** Fast, sloop rigged sailboat 3 years old. Well outfitted with large 4 cycle o.b. Prime Marina Green location. \$4,000 plus about \$600 per year covers entire 1/5 interest. Call (415) 332-4006.

**DISABILITY FORCES SALE OF 1/4 OWNERSHIP** in Pearson 10 Meter, 1975, 33', diesel, wheel, VHF, depth, new sails, S.F. Marina berth. Loaded w/extras, congenial co-skippers. \$9,000 w/terms/offer. 457-4600 days; 453-1139 eves. or 364-9786 eves.

**1978 CHEVROLET CAMARO V/8 WHITE.** A/C, tilt wheel, electric windows, new tires, runs well. \$1,250. Call (415) 382-9372.

**PACIFIC SEACRAFT 25.** Experienced fifth partner wanted for dry, comfortable Bay cruiser. S.F. Marina Green berth. Inboard dsl, new main, recently hauled, sleeps 5. \$4,000 plus \$56/month including maintenance. Phillip (415) 552-8523.

**50% OWNERSHIP.** Hunter 30. \$10,000 buy-in. (415) 349-8408.

**PEARSON 422 CUTTER, 1984.** 50% ownership in this beautiful center cockpit design. Boat is meticulously maintained. Berthed at Pier 39. Charter income helps offset expenses. Owners can use anytime they want. Call Tom at (408) 433-5588.

**1/2 OWNERSHIP IN J/24.** Berthed in Berkeley. Fun, fast boat, great for the Bay. Well-maintained, sleeps 4, new 8 hp o.b., VHF, BBQ, 4 sails. \$4,900 + 1/2 maintenance/berth/insurance. Jeff Wilcox (415) 934-5700 days; 676-4128 message.

**CATALINA 30.** Excellent condition. Atomic dsl, wheel steering, marine radio, knotmeter, depthfinder, Autohelm. Based at South Beach Marina, S.F. Bay. 1/2 partnership, negotiable down, plus \$350/month covers all costs. (408) 720-0322.

**CENTURION 42 PARTNERSHIP.** Experienced sailors wanted to share new 42' Waqulez with 2 professionals. Sausalito berth. Call Gordon for details. (916) 756-7273 eves. (415) 642-7332.

**ISLANOER 36 PARTNERSHIP.** 1/5 share, \$5,500 down. \$200 per month. Includes everything. Boat is seldom used & is loaded with gear, many new items. Almost unlimited use & 1/5 the payments. What a deal. After 5 p.m. (415) 351-2495.

**MORGAN 38 — 1/4 USE INTEREST.** Share the fun of this fully equipped, top-quality Bay & bluewater cruiser, without the hassles of ownership. Comfortable, stable & exciting to sail. Pier 39 location. Fully maintained. Experienced sailors only. \$250/mo. plus security deposit. (415) 328-2408.

**50% PARTNERSHIP.** Columbia 26 MKII. Share the excitement & thrill of beautifully maintained boat. Sleeps 5, 2-burner stove. New 10 hp o.b., VHF radio, lifelines, stereo sy., etc. \$1,500 down; \$150 month. (415) 848-0259.

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A 32-ft Columbia sloop. Berthed at Emeryville. 3 sets of sails, inboard diesel, marine radio, marine head, knotmeter, depth gauge, compass, 2-burner stove, sleeps 5 comfortably. Call after 7:00 p.m. (408) 245-0216 or (415) 969-4118.

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Yacht sales, sail & power, new & used. Marine equipment. Yacht repairs. Boat transporting. Hull repairs. Haul-outs. Divers. Restoration. Engine repairs. Charters. Delivery. Salvage. Electrical. Plumbing. Painting. Reasonable prices. Sail & power lessons.  
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Pacific Yachting Sailing School and Bareboat Charter Co. is seeking a thirty to forty-four foot yacht to place in charter program. Slip in lower harbor. Positive income during warmer months. (408) 476-2370.

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# classy classifieds

**PARTNERSHIP FOR SAIL.** Cal 2-30 — 1/3 interest in a great Bay, Delta, & ocean boat. Fast & seaworthy. Good race history. Good partners, sleeps 6, Atomic 4 i.b., knotmeter, stove, dinghy, S.F. Marina Green berth. \$4,000+ payment. (415) 848-7350.

**1/3 INTEREST IN A SAN JUAN 24-FT** for only \$1,500/OBO and \$120 per month covers docking & all expenses. Virtually unlimited use. New Sobstad main, 2 jibs, 150, 170 & spinnaker. In good sailing condition. Trailer included. (415) 675-5189 days; (415) 239-7821 eves.

**FAMILY SAILING MEMBERSHIP** at bargain price. Includes free lessons for entire family, access to a huge variety of crafts, from dinghies to yachts, and more. At Club Nautique, with locations throughout Bay Area. Call Erin at 929-6941.

**FREE MAINTENANCE.** Tired of stripping & varnishing teak, polishing the britework, diving the bottom & scrubbing the deck? Experienced Bay skipper would like to maintain your sloop in exchange for sailing privileges. References available. Call Doug at 769-1200 days or nights.

**CLUB NAUTIQUE SINGLE LIFE MEMBERSHIP.** Repeat classes, great excuse to go sailing on the Bay. Can upgrade to Family Membership. Need to sell, I'm getting ready to sail away to the South Pacific/Far East. Leave message with Sandy. (408) 773-8827.

## CREW

**DEDICATED LADY SAILOR.** 29, cute, adventurous, affectionate pirate, seeks permanent berth with hearty, appealing captain. Prefer to live aboard. Local now, warm water cruising near future. Photo appreciated, I'll reciprocate. Sailor, c/o 869, Hamilton Dr., Pleasant Hill, CA 94523.

**AVAILABLE FOR RACING OR EXTENDED CRUISE** (preferably South Pacific) after June 1988. Experienced crewing on Bay & some offshore. Reliable, 33, able to work foredeck. Will share cruising expenses. Also, looking for crew for my local FJ races. Mark, (408) 847-1025.

**CATALINA RACE, CREW POSITION WANTED** Have done it twice before, *must* do it again. Will share expenses, help prepare boat and stand any watch. Experienced local and offshore sailor. Michael Heiner 499-8575.

**YOUNG LADY WISHES TO SAIL** to and cruise Hawaii this summer. Expert in managing galley, know my way around deck & offer many other useful qualities as well. Seek experienced, compatible sailor(s) with seaworthy, comfortable yacht. Call Susan, (415) 474-0666.

**ARE YOU EXPERIENCED TRIMARAN ENTHUSIAST?** Retired couple need instruction for Bay & ocean sailing. Willing to pay fee & expenses. Brown 31 tri berthed at Brisbane Marina. Or willing to crew on similar size tri. Box 637, Brisbane, CA 94005.

**EXPERIENCED BAY RACER** with small amount of offshore experience & advanced coastal cruising ASA certification seeks crew position on Pacific Cup racer or cruiser Hawaii bound. Call Jim Woessner at (415) 972-5217 days or (415) 254-5840 eves.

**WOULD YOU LIKE TO SAIL** from Honolulu to Juneau on July 2nd, through the inside passage to Vancouver & possibly farther to Mexico & on west? My boat is well-equipped with radar, SatNav, Weatherfax, etc. & I'm experienced. If you are female, nice looking & trim, between 20 & 40 years old, a non-smoker with neat habits & easy to get along with, call me at (808) 395-2470 or write P.O. Box 25276, Honolulu, HI 96825.

## NON-PROFIT

**GAY YACHT CLUB.** Barbary Coast Boat Club. (415) 863-7439; (916) 927-2548.

**THE S.F. BAY CAL 20 FLEET . . .** sponsors local races, cruises, picnics, parties & seminars on rigging & sailing techniques . . . and we're active in the International Cal 20 Class Assoc. Join us. For information call (415) 550-8966.

## JOB OPPORTUNITIES

**CREW, ENGINEERS, CAPTAINS** for Christian medical mission aboard 71' sailing catamaran. Opportunities to serve God and man beginning July. Coast of U.S. and Marshall Islands. Room, board, stipend. Canvasback Missions, 1090 Adams, Suite H, Benicia, CA 94510. (707) 746-7828.

**JOB OPPORTUNITIES:** Experienced varnish refinisher. Approximately two months' work. Possible liveaboard while working. 53' ketch located in Alameda. Must have references. Phone (209) 275-1500 between 8:00 a.m. & 5:00 p.m.

**DELIVERY NEEDED.** Return Santana 35 from Catalina to Alameda during week of July 11-18. Delivery experienced required. Send resume to Jim Graham, 20 Invincible Ct., Alameda, CA 94501 or call wk: (408) 243-8838; hm: (415) 865-3870.

## USED GEAR

**TRAIL-RITE TRAILER** built for J/24. Single axle, surge brake, good tires, excellent condition. \$1,200/B.O. Kevin, (415) 441-2990. Must sell.

**SAILBOAT ENGINE.** Yanmar dsl SB-12. Brand new on skid, turn key set-up with controls, etc. \$2,000. Call (916) 432-3353.

**MONITOR SELF-STEERING VANE.** Used once to Hawaii & return. Worked beautifully but no longer have need. \$1,500. Never-used Zodiac 6-person emergency liferaft. Canister. \$1,500. (801) 649-3394.

**H.F. SSB.** Transworld TW-100. Coverage from 1.6 to 30 Mhz. 100 programmable channels as well as direct frequency input, 125 watt output. Transceiver operates on 110vac/12vdc. (415) 883-3659.

**VOLVO MD2B DIESEL.** 25 hp. Less than 400 hrs. Freshwater cooled, all hardware goes with engine. Can be seen running in boat. Call, ask for Bill, work (415) 825-6373; home (415) 235-8164.

**3.5 KW VOLVO GENERATOR.** New, never started. Complete with ignition, hush cover, low oil alarm, Aqua Lift muffler, etc. \$2,800 or best offer. Scott or Hillary, (415) 676-7439. Will deliver in Bay Area.

**TWO STAINLESS STEEL TANKS.** 61" h x 28" w x 8" d. Can be used for fuel or water. Asking \$150 per tank. Never used. Call (707) 823-4288.

**PFAFF-30.** Excellent heavy-duty sewing machine. Identical to the PFAFF-130 but no zig-zag. \$200. (415) 365-5292.

**LAKE TAHOE FRESH WATER ALBIN MARINE ENG.** One cylinder Model 0-11. Instrument panel & all connections including original instruction book. Engine removed from my Coronado & replaced with a 2-cyl. dsl. \$500. (916) 544-4108 days; (916) 544-7494 eves.

**BARIENT WINCHES:** Four black aluminum winches. Two #22's, non-self-tailing in fair condition. One drum machined with a new set of paul holes: \$150 each. Two #23's, in good condition: \$250 each. Extra pauls & springs. Message phone (415) 449-4780.

**SOUTH PACIFIC.** Caribbean & Mexico chart set. Xerox reproduced, 24"x36" at 2.29/chart. Fiji, Tonga, Tahiti, Marquesas, Australia, New Zealand, many more, 300 charts, send \$5.00 for complete list & sample to: Charts, 19583 S.W. Sandra Ln., Aloha, OR 97006. (503) 649-8817.

**BARIENT WINCHES, PLATH WINDLASS,** boom vang, pumps, flexible tank, boatswains chair, windscoops, cabin light, radar reflector, hour meter, anchor ready, blocks, padeyes, shackles & more. All new, never used! Call (415) 499-5667 eves. & wkends.

**GRAY MARINE 671.** 170 hp, good condition with Alison transmission. New starter, fuel pump, hasn't run in three years. Trade for power boat or marine gear. (408) 263-4620 Eric.

**CRUISING GEAR:** Avon 6-man double bottom liferaft: 75-lb CQR, EPIRB, STROB, 2 hp Suzuki, plus more (including Peterson 44). (408) 773-0750.

**EDISON PEDESTAL STEERING** w/guard rail & Ritchie compass (all fittings): \$250; Nor-Cold dual voltage front load refrigerator: \$120; 8-ft dinghy: \$80; Par Jabsco pressure water pump w/accumulator tank: \$50. (415) 769-1381.

**TWO STAINLESS STEEL TANKS.** 61" h x 28" w x 8" d. Can be used for fuel or water. Asking \$150 per tank. Never used. Call (707) 823-4288.

**ATTN. PACIFIC CUP RACERS:** SSB Intech Transceiver #2500 with antenna coupler #1605, both \$1,100. 12 parachute flares 25mm exp. 9/89: \$9.00 each. Intech SatNav antenna: \$200. M. Rose, (408) 377-5207.

## MISCELLANEOUS

**FIVE ACRES ON MARROWSTONE ISLAND.** 1/2 hour drive from Port Townsend, WA in Puget Sound. Two clearings, nice trees, view of Mt. Baker. Eves. (206) 385-7605.

**SAN FRANCISCO — PIER 39.** 36-ft berth for sale. Excellent price & conditions. Prime marina location. Call Doug Gooding, days at 397-6700.

**JAMES WAINWRIGHT — WHERE ARE YOU?? — PART II.** Search for long lost acquaintance, New York 1963. Interesting story. Call or write: Judy Randall, P.O. Box 1726, Lemon Grove, CA 92045. Hm ans. machine — I screen calls (619) 589-8608 or ans. service (619) 789-9187, leave number.

**LIVEABOARD FOR SUMMER** on large, comfortable boat. Sausalito berth. Owner overseas. Available between June 18th to Aug. 26th. Neat & enjoy cats. Japanese bath & TV avail. \$350/month. 1st & last plus dep. Call 332-8501 after 5 p.m.

**YACHTSMAN'S DREAM** — Lovely redwood home with 50-ft deepwater dock in exclusive Brickyard Cove. Just minutes from your back door and you're sailing on San Francisco Bay. \$439,000. (415) 237-9155 owner.

**FOR RENT:** 13x36' S.F. Bay waterfront lot. Water changed daily, suitable for similar sized boat. Pier 39, east side. Call (415) 421-3699 eves. & weekends.

## WANTED

**EQUIPPING MY ISLANDER 36 TO CRUISE.** Need trisail, radar detector, SatNav, chain, rode, windlass, canvas sewing machine, etc. Jack, days (415) 791-8616; eves. (415) 582-1519.

**COMPETENT BAY SAILOR,** 37, desires to rent your boat in Santa Cruz for 1-2 day outings. Will pay competitive rates. If interested, please call (408) 395-7854. Also, I'm willing to crew.

**WANTED:** Portable dive tank air compressor, gasoline driven. Weight not greater than 75-lbs. Don, (503) 535-6493 or days (503) 482-3111.

**WANTED:** I want to trade up to a 30-32' 1980-plus cruising sloop. I have cash (most important), Ranger 26 & Hobie 16. If interested, Fred at 654-0733; 786-2300.

**HAVE 30K CASH & CAL 34.** Want to trade all for pilothouse sailboat under 40'. Send info by mail to Cotton, 1394 Robsheal Dr., San Jose, CA 95125.

**EXPERIENCED, RELIABLE INDIVIDUAL** with references desires to rent a vessel to liveaboard. Willing to pay berth fees and/or routinely maintain. Sausalito preferred. Michelle (415) 845-6255.

**WANTED:** Tandem axle trailer for 25' swing keel sailboat. We can modify. Call collect. (805) 434-2372.

**WANTED:** Use of sewing machine which will take #20 needle (for acrylan awning/boat cover). Also want use of 20-25' f/g sailboat, perhaps for berth rental, I have a 35' wood boat. Bruce 979-2702 work, 9-5 M-F.



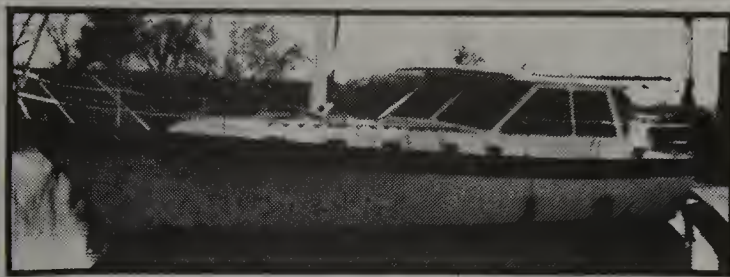
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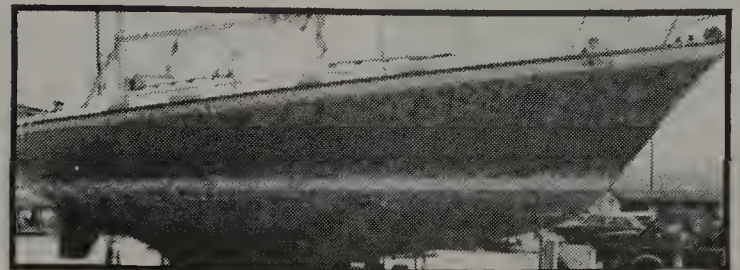
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# Bondi Tram

**FOR SALE!**  
Frers 41 Custom

**BUILDER:** McConaghy Boats, Australia  
**CONSTRUCTION:** Kevlar and carbon fiber  
**ELECTRONIC:** Full compliment of B&G with SatNav VHF  
**RIG:** Triple spreader Zap Spar  
**SAILS:** 1986-88 Sobstad and UK  
**IOR:** 30.7

**BUILDER'S COMMENTS:**

"Bondi Tram is one of the lightest and most rigid boats ever built."

**RACE RECORD:**

Admiral's Cup	Top Australian boat, 7th overall
Southern Cross	4th overall
PanAm Clipper Cup	Won every race in division
Big Boat Series (1984)	1st place, 4 of 5 first
Big Boat Series (1986)	2nd as small boat in division
Big Boat Series (1987)	5th after Penalty. Owner driven
Sausalito Grand Prix	First

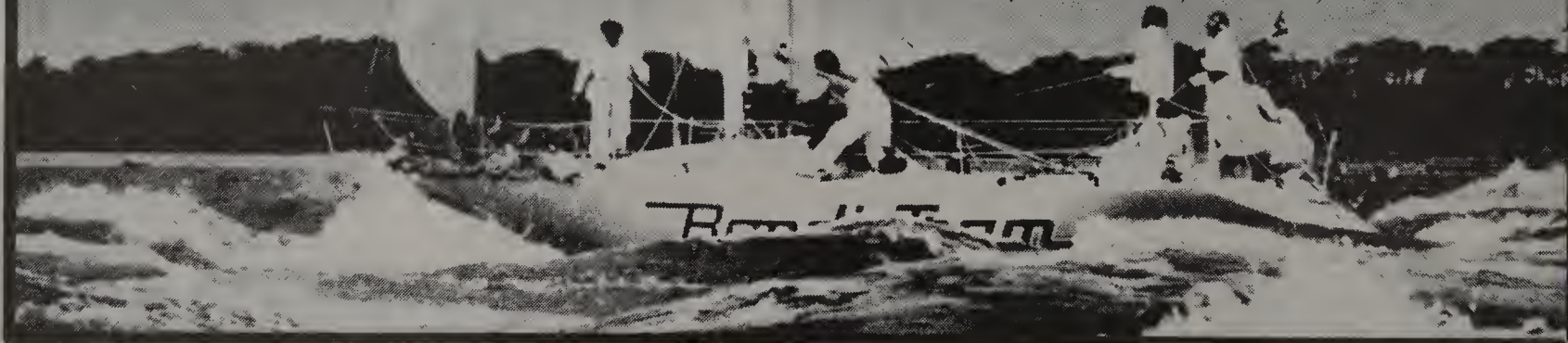
**Asking Price:** \$82,000

For more detailed information, please call:

**Scott Easom — (415) 331-5917**

For a fact sheet write to: *Bondi Tram*, P.O. Box 3923, San Rafael, CA 94912

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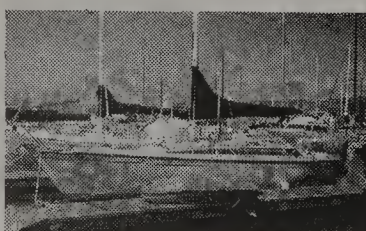


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415/654-7272



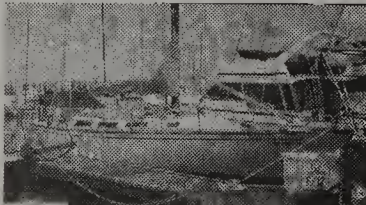
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**1983 39' FRERS** by Dufour. Loaded, Perkins dsl, refrig, B&G, windlass, very nice. Asking \$99,500. Owner wants her sold!!!



**EXPRESS 37** A race ready winner, B&G Maxipac, SatNav, SSB, extensive sail inventory — Chuck's looking for offers. \$110,000 / Offers.



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Mylar 150 jib  
130 jib  
105 jib  
7.75 oz. 85 storm jib  
1.5 oz. spinnaker  
.75 oz. spinnaker  
.5 oz. spinnaker  
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Equipped for ocean and bay racing

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This boat has not been raced since 1982

*More than \$100,000.00 invested, this boat is offered for immediate sail, with Berkeley upwind berth for \$35,000.*

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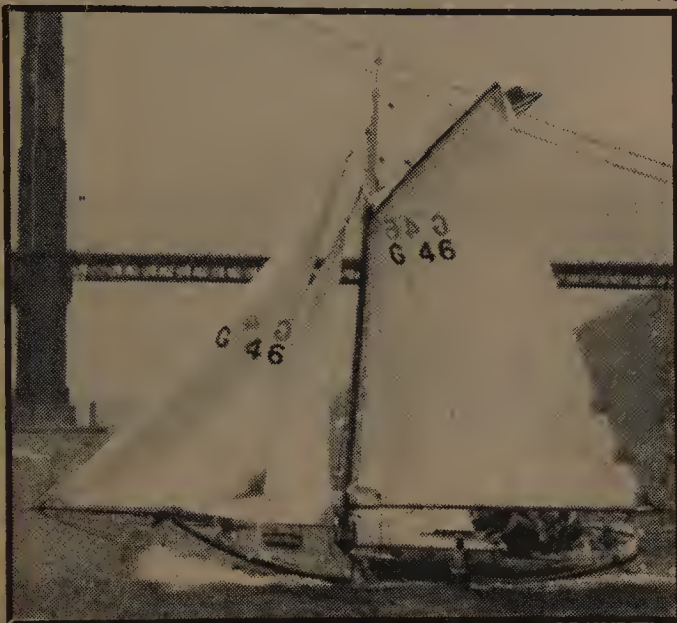
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### 30-ft Traditional Gaff-Rigged Atkins Cutter For Sale

LOA . . . 30'

Beam . . . 9'6"

Draft . . . 5'6"



Cruise ready, just returned from South Pacific. Heavily built of Port Orford cedar and launched in 1968. She's in bristol condition and has equipment including: Saab 10hp dsl, SatNov, Hom radio, full sun awning, solar power, two dinghies, 8hp Johnson, five anchors, 300-ft chain, AP (Autahelm 2000), Manitar windvane, square yard and soles.

**\$35,000 / Consider Land Trade.**

**Call Paul or Cindy, (415) 525-1052**

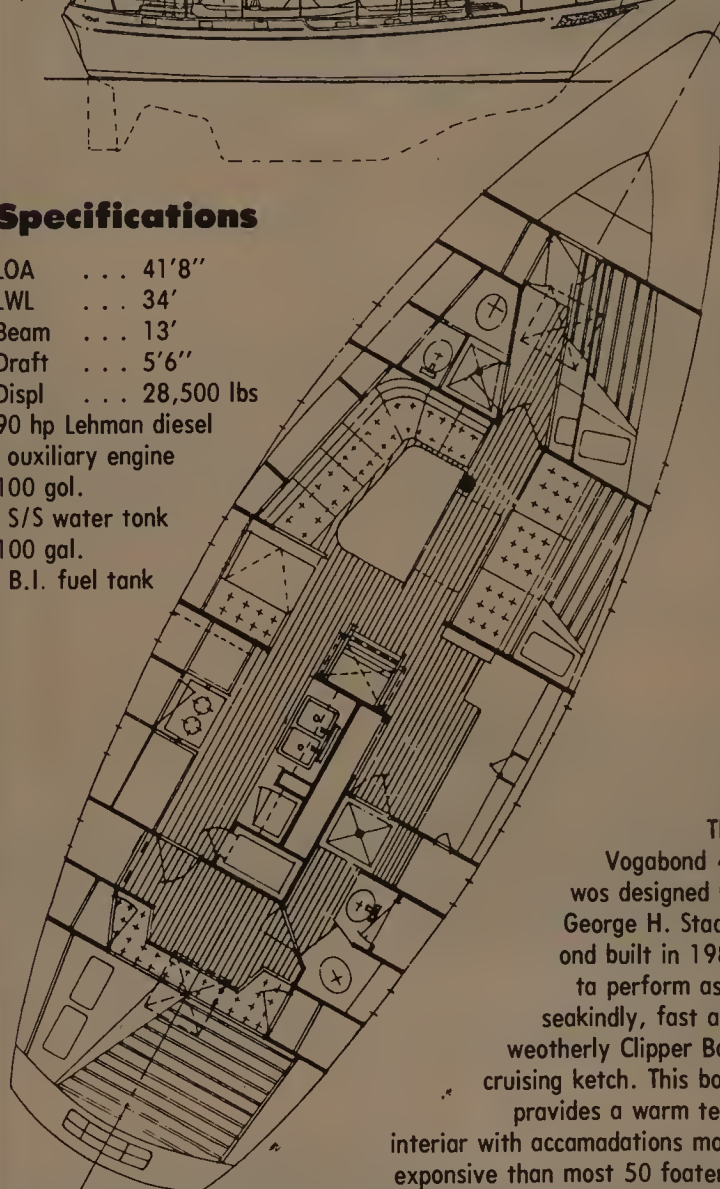
## VAGABOND 42 KETCH

**FOR SALE  
BY OWNER**



### Specifications

LOA . . . 41'8"  
LWL . . . 34'  
Beam . . . 13'  
Draft . . . 5'6"  
Displ . . . 28,500 lbs  
90 hp Lehman diesel  
auxiliary engine  
100 gal.  
S/S water tank  
100 gal.  
B.I. fuel tank



The Vagabond 42 was designed by George H. Stadel and built in 1980 to perform as a seakindly, fast and weatherly Clipper Bow cruising ketch. This boat provides a warm teak interior with accommodations more expensive than most 50 footers,

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16.5	Ski Tique	'86	Competition ski boat/trlr. Ford 289	6,700	
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47'	Mank McQueen	'64	Classic Pwr cr., tw dsls, clean <b>Sold</b>	68,000	40,000
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<b>SAIL BOATS</b>					
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27'	Catalina		Just received		
28'	Columbia	'63	Beautiful cand., Atamc 4 i/b, sails	17,000	3,000
29'	Gulf	'84	3 bags of sails, AP, PH <b>Sold</b>	36,000	25,600
30'	C&C	'72	Tiller steering, 5 sails, clean, gas	36,200	19,000
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Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: (h) ( ) ( ) (w) ( ) ( )

I am interested in: Power ☐ Sail ☐ Price range \_\_\_\_\_

Length: (20'-25', 25'-30', etc.) \_\_\_\_\_

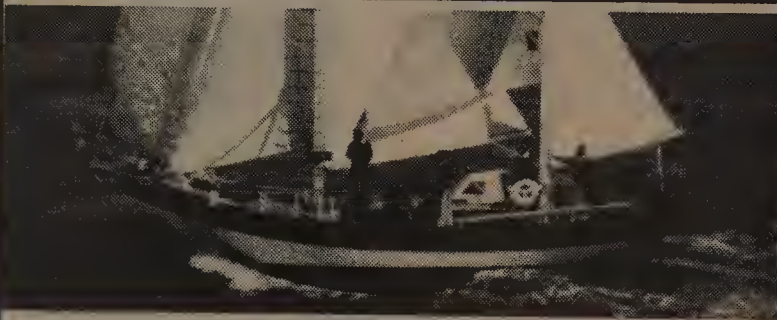
Type: (Fish/Ski, Cruise/Race, etc.) \_\_\_\_\_

L6/88



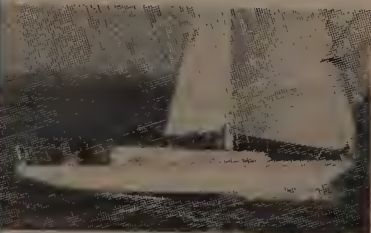
# EDGEWATER YACHT SALES

1306 BRIDGEWAY SAUSALITO, CA 94965 (415) 332-2060



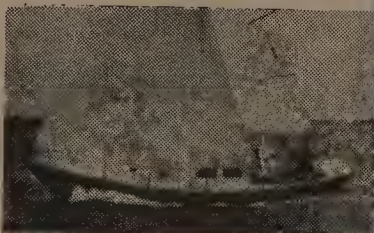
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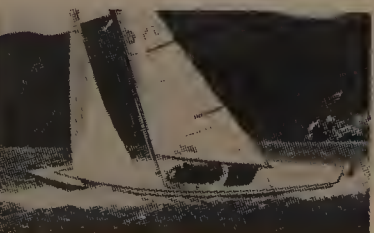
## ERICSON 27

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## CATALINA 27

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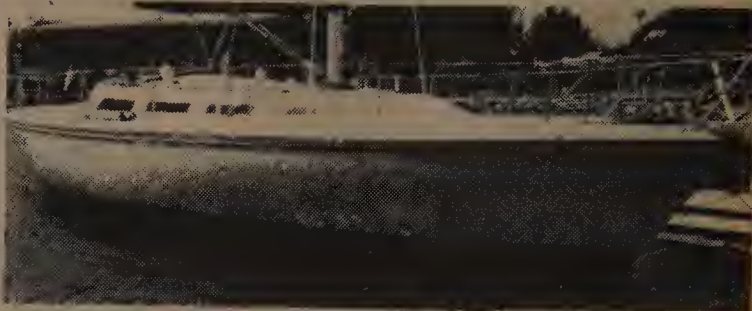
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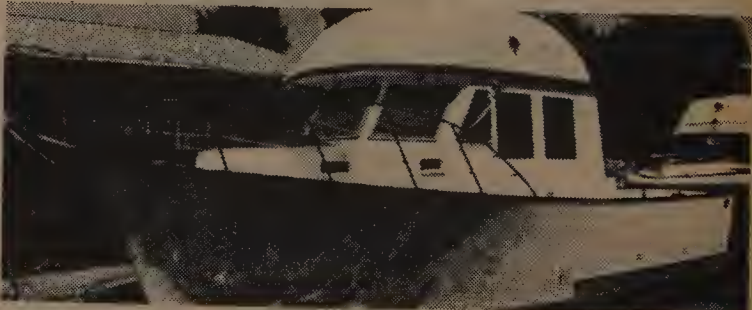
# INTEGRÉ MARINE LIMITED



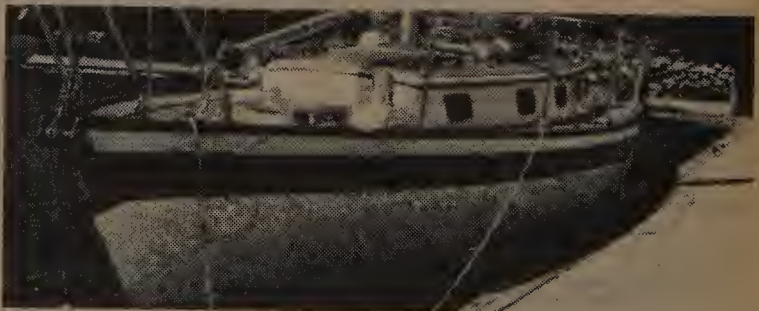
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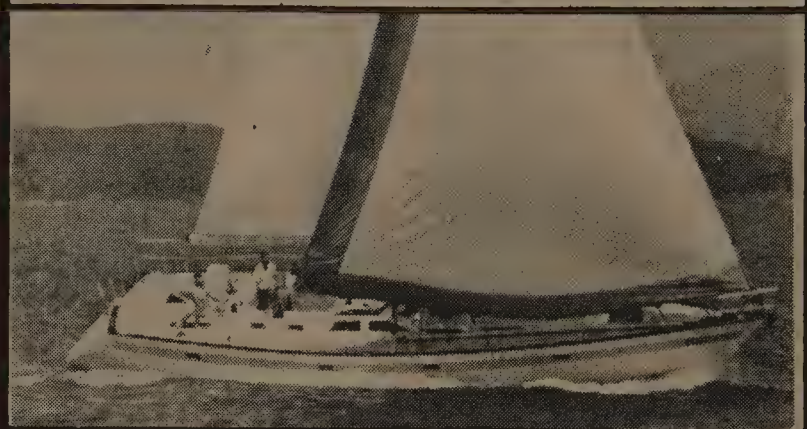
22' Santana	1969	5,000.00
25' Cal	1967	6,900.00
27' Catalina 2 available	'71, '78	frm 16,500.00
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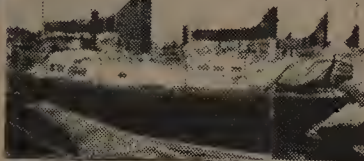




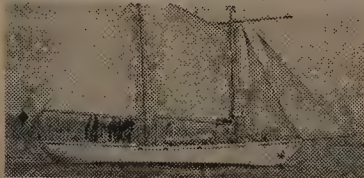
# Fraser Yachts

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(415) 332-5311

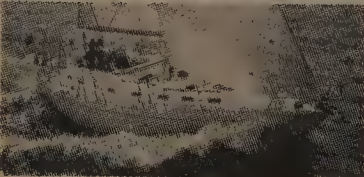
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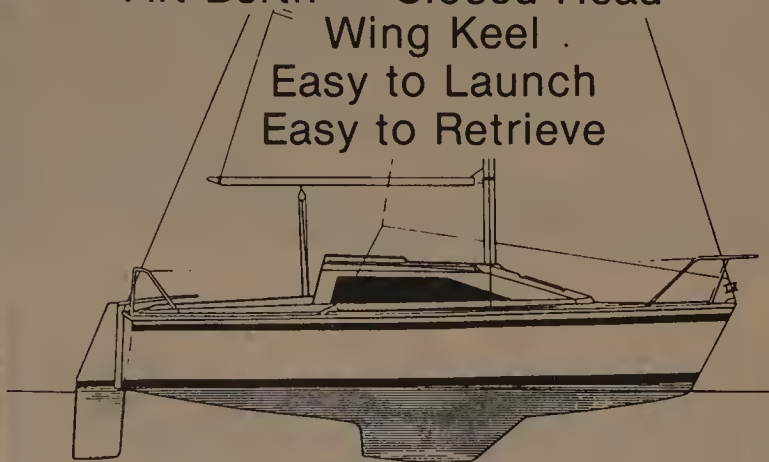
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★ 30' Alberg	(2)	\$27,250
★ 30' Cape Dory kch		34,950
★ 32' Mariner kch		42,000
★ 36' Cheoy Lee		59,000
★ 37' Rafiki		85,000
★ 38' Hans Christian		85,900
★ 39' Freya		79,500
★ 40' Mariner kch		68,000



**Oceanic**  
**43** PH.  
Dual steer-  
ing, AP,  
RDF, Loran,  
three an-  
chors, S.S.  
winches.  
**\$110,000.**



**Lancer**  
**39** M/S.  
Affordable,  
comfortable,  
twin diesel.  
Anxious  
seller. Best  
offer.

### LIVEABOARD/CRUISERS

★ 31' Cape Dory	567,500
★ 31' Monsun	47,000
★ 35' Niagara Mk1	79,500
★ 35' Ericson	37,500
★ 36' Islander	57,500
★ 36' Pearson 365	69,000
★ 36' S-2, CC	69,950
★ 37' C&C	99,800
★ 37' Hunter	54,000
★ 37' Gullstar	77,000
★ 38' C&C Landfall	65,000
★ 39' Lancer MS	88,500
★ 39' Cal II	76,500
★ 40' Endeavour	99,500
★ 41' Kings Legend	89,500
★ 43' Oceanic PH	110,000
★ 43' Ron Holland	134,300
★ 44' Peterson	130,000
★ 45' Jeanneau	189,000
★ 45' Lancer	125,000
★ 46' Sea Star 460	149,500
★ 48' Cheoy Lee kch	159,000



## THIS BERTH'S FOR YOU!!

We'll Bet You *One Month's Rent* That We Can Sell Your Boat in 120 Days.  
Call us for details. *Space is limited.*

### BAY & COASTAL CRUISERS

★ 27' Ericson	2	\$19,500
★ 27' Columbia 8.7	2	23,500
★ 27' Cal 2-27		19,500
★ 29' Ericson		27,500
★ 29' Ranger		19,800
★ 30' Cal 3-30	2	29,950
★ 30' Cal 9.2R		41,500
★ 30' Hunter		30,000
★ 30' Pearson		24,950
★ 30' CS		49,000
★ 30' Pearson 303		49,950
★ 30' Ranger		31,950
★ 32' Bristol		36,000
★ 33' Ranger		34,500
★ 34' Coronado		27,500

## POWER BOATS SEDAN & MOTOR YACHTS

★ 25' Sea Ray	\$29,950
★ 26' Trojan Exp	22,450
★ 26' Sea Ray	29,900
★ 28' Bertram SF	44,000
★ 28' Bayliner 2850	37,000
★ 30' Sea Ray fly bdr	79,500
★ 32' Chris Sea Skiff	18,500
★ 34' Chris Sea Skiff	35,000
★ 34' Sea Ray SB	115,000
★ 35' Chris Craft	59,950
★ 35' Viking	99,950
★ 38' Bayliner 3870	109,500
★ 40' Egg Harbor	149,900
★ 48' Pacemaker	138,000
★ 43' President SF	185,000

### TUGS & TRAWLERS

★ 32' Eagle PH	\$69,500
★ 34' Golden Gate	54,900
★ 36' Sea Horse	79,500
★ 42' Grand Banks	155,000



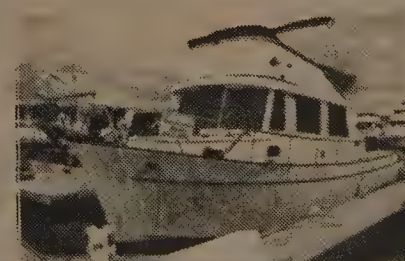
**CS 30.** A  
high quality,  
low main-  
tenance late  
model. Easy  
sailing boat.  
Asking  
**\$49,000.**



**Cal**  
**9.2R.**  
Holland  
design, fast &  
fun, race or  
cruise. A  
perfect  
match. Ask-  
ing **\$41,500.**



**Eagle**  
**32.** "Sell  
it!" is the  
owners'  
orders. Boat  
show ready.  
Best offer.



**Golden**  
**Gate 34.**  
Aft cabin  
trawler,  
radar, single  
diesel. Easy  
handling.  
Asking  
**\$54,900.**



# SAUSALITO YACHT SALES

## ARIES 32



Sail on the Bay and Coast in the strong and lively **ARIES 32** — we have a brand new Aries at our dock for immediate delivery. Give us a call for more information.



'76 **FUJI 32**. Beautifully maintained by original owner, larger diesel than standard, good compliment of gear and sails for cruising. **\$48,000**

## SELECTED BROKERAGE

- 26' RANGER 26, 1973, o/b ..... \$8,500
- 27' CAL 2-27, 1976, diesel ..... \$22,500/Offers
- 29' BRISTOL 29, 1968, appealing design ..... \$16,000
- 29' CAL 29, 1978, Hood roller furling main and jib . \$26,500/Offers
- 30' ERICSON 30, 1969, new main & roller furling jib ..... \$19,000
- 30' ODYSSEY by Alberg ..... \$25,000
- 32' ARIES 32, cruising gems — several available ..... from \$38,000
- 32' MARINER 32, f/g, full keel ..... \$42,500
- 33' RANGER 33, 1977, diesel, wheel ..... \$34,000
- 34' CAL 34, 1976, diesel ..... \$44,000
- 35' CUSTOM STEEL cutter ..... \$55,000/Offers
- 36' CHEOY LEE Luders, 1976, cruise/liveaboard ..... \$49,500
- 36' ISLANDER 36, 1978, dsl, popular Bay boat, . . . \$50,000/Offers
- 36' ISLANDER FREEPORT 36, 1979, Perkins diesel ..... \$72,900
- 36' MARINER, 1979, Perkins diesel ..... Try \$59,000
- 36' PEARSON 365, '76, Westerbeke dsl, VHF, AP, Loran, SatNav, log, KM, WD, WS, refrig, gd sail inventory, + + Asking \$65,000
- 36' LANCER 36, 1982, New full battens main ..... \$49,750
- 37' RANGER, diesel, very good shape ..... \$55,000
- 38' BRISTOL, 1967, great shape ..... \$42,500
- 38' HOOD, 1982, tri cabin ..... \$99,000
- 40' CONCORDIA YAWL, 1957, cherry throughout ..... \$65,000
- 40' PETERSON 40, 1985, racing equipped ..... \$99,000
- 41' NELSON/MAREK, 1982, wheel . . . a winner! ..... \$95,000
- 41' SEA TIGER, ketch, bluewater cruise and liveaboard . . . \$79,000
- 42' PEARSON 424, an outstanding cruising yacht ..... \$128,000
- 43' C&C CUSTOM, 1972, lots of new gear & sails ..... \$80,000
- 44' LAFITTE 44, 1979, well-maintained ..... \$147,000
- 62' LAPWORTH, designed sloop, 1967, ..... \$295,000

**PLEASE CALL FOR ADDITIONAL POWER & SAIL LISTINGS**  
**BAY & HUMBOLDT STREET, SAUSALITO (415) 332-5000**

## PEREGRINE

## FOR SALE



A custom 26' pocket voyaging yacht for the serious singlehandler or adventurous couple. Based on the classic Marieholm fiberglass Folkboat hull, **PEREGRINE** is built and equipped for safety and performance on the ocean, and pride in craftsmanship at the dock. Jim Jessie survey says "All work is of the highest quality, using the best materials available. The vessel is overbuilt in all respects." Just returned from Mexico and meticulously maintained.

- Full keel, insulated fiberglass hull
- Leakproof hull/deck bond
- Watertight collision bulkhead
- Watertight lockers
- Custom double headsail rig designed by Tom Wiley and built by Hulse-Chrisman
- Oversized and redundant rigging & chainplates
- Five headsails including cruising spinnaker
- 5 hp Tohatsu outboard
- Monitor self-steering
- Seagold desalinator
- Sitex sat-nav
- Lo-Kata radar detector
- Datamarine depthsounder
- Walker log
- Icom VHF
- Sony multiband receiver
- Ritchie, Silva, and Morin compasses
- Mobil and Sovonics solar panels
- Achilles dinghy
- Barent, Harken, Schaefer, Merriman and Nico-Fico hardware
- CQR, Bruce, and Danforth anchors
- Rugged dodger and awning
- Teak toerail, companionway, hatch hood, handrails
- Awlgrip topsides
- WEST epoxy barrier coat on bottom
- Propane stove and stainless steel sink
- Chart table
- Spare parts and complete data manual with specifications, diagrams, part numbers
- Ready to Go!

Call owner Chuck Bennett: (415) 865-4306



**JEANNEAU 34 Sunrise 1985.** Spinnaker equipped, whl steering, hot/cold pres water, shower, 3 cabin arrangement w/queen sized berth aft. Low profile and wide beam with good headroom and large teak appointed cockpit show off this fast European design. Chaaase this ane ta avernigh in before the race!! **At \$75,000.**

## THIS AND MANY MORE LISTINGS SAIL AND MOTOR YACHTS

- 22' COLUMBIA
- 303' PEARSON
- 34' JEANNEAU Sunrise
- 34' PEARSON
- 39' GULFSTAR Sailmaster
- 41' MORGAN O/I
- 44' PETERSON Cutter
- 45' JEANNEAU Sun Kiss
- 47' PERRY Cutter
- 47' GULFSTAR Sailmaster
- 64' RHODES Stl. M/S
- 69' GAFF RIGGED Cutter

**We Need Upscale Sail Listings!**



**Blue  
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 YACHTS**

1120 BALLENA BLVD.  
 ALAMEDA, CA 94501  
**(415) 865-5353**  
 FAX# 4155230440



# MILANO YACHTS

## DISTINCTIVE NEW & PRE-OWNED CRUISING YACHTS

### GREAT STARTER BOATS

* 22' Columbia..... 4,900	* 26' Dawson 26..... 14,000
* 22' Santana..... 5,250	* 26' Ericson..... 6,500
* 23' Ranger..... 9,500	* 26' Pearson ..... 9,000
* 24' Windward ..... 5,200	27' Cal 2-27..... 16,500
* 25' Bahama ..... 9,800	27' Cal 2-27..... 19,500
* 25' Cal 2-25..... 23,000	* 27' Catalina 27..... 15,000
* 25' Cal 2-25..... 19,500	* 27' Sun 27..... 17,000
* 25' Catalina..... 14,900	* 28' Newport ..... 16,000
* 25' Ericson..... 13,500	* 29' Ericson..... 25,700
* 25' O-Day 25..... 11,000	30' Islander MkII..... 28,000
* 25' Pac. Seacraft..... 16,000	30' Pearson 30..... 26,800

### HIGH PERFORMANCE - RACE READY

* 24' Nightingale..... 9,500	* 34' Dash 34..... 38,500
* 27' Contest ..... 15,000	34' Wylie 34..... 49,500
* 30' Olson 30..... 22,000	* 36' Peterson..... 62,500
* 30' P/J 1/2 Ton..... 28,950	38' Soderberg..... 55,000
* 31' Peterson 1/2T..... 33,500	40' Santa Cruz..... 113,500
* 33' Rodgers 3/4T..... 39,500	55' Swede 55..... 99,500
* 33' Tartan 10..... 22,000	

### CLUB RACERS - COASTAL CRUISERS

* 27' Ericson..... 21,300	* 33' Inter.1 Design..... 17,000
28' Islander ..... 30,000	33' Yamaha..... 34,000
* 29' Ranger..... 21,900	34' Hunter 34..... 49,500
30' Cal 3-30..... 27,950	35' Bristol 35.5..... 70,000
* 30' Catalina..... 27,000	* 35' Bristol 35.5..... 63,000
* 30' Ericson..... 25,000	* 35' Bristol 35.5..... 78,500
* 32' Alden MSailor..... 49,500	

### LIVEABOARDS - OFFSHORE CRUISERS

* 27' Nor'Sea..... 49,000	35' Fantasia..... 69,000
* 28' Cheoy Lee..... 28,500	35' Rafiki..... 68,500
* 28' Southern Cross... 25,900	36' Pearson Ketch.... 65,000
30' Fisher..... 50,000	* 36' Watkins..... 77,500
31' Monsun..... 47,000	* 37' Rafiki 37..... 79,500
* 31' Off Shore 31..... 34,000	38' Alajuela..... 80,000
* 32' Challenger..... 35,000	* 38' Han Christen..... 99,500
32' Challenger..... 39,500	* 40' Stevens 40..... 130,000
32' Atkins..... 59,500	* 41' Cheoy Lee ..... 89,500
* 33' Freedom ..... 69,000	45' Explorer..... 110,000
33' Freedom..... 70,000	* 46' Formosa 46..... 99,500
* 33' Vanguard..... 23,000	46' Morgan 46..... 150,000
* 34' Cal..... 29,000	47' Cheoy Lee ..... 98,500
34' Coronado..... 27,500	47' Cheoy Lee..... 115,000
* 35' Niagara 35..... 77,500	* 49' Transpac MK II... 189,000
* 35' Coronado ..... 48,000	

### C & C RACE OR CRUISE

26' C & C 26..... 25,000	35' C&C 35 MK II..... 49,500
* 27' C & C 27..... 23,500	* 36' C&C 36..... 62,500
27' C&C..... 18,500	38' C&C..... 76,500
30' C&C 1/2 Ton..... 23,000	40' C & C..... 120,000

### CLASSIC CRUISERS

* 27' M/Sailer..... 20,000	* 45' Spaulding Cstm... 99,000
* 60' Pilot Ctr..... 95,000	

### POWER BOATS

21' FiberForm..... 11,500	* 36' Trojan 36 S.F..... 36,500
* 25' Bayliner Cierra... 22,000	* 37' Hunter Cruiser ... 17,000
* 30' Chris Cavalier.... 16,000	* 38' PT 38..... 88,500
30' Chris Connie..... 22,500	* 40' Owens Tahitian.... 34,975
* 35' Chris Craft..... 59,950	



This exceptional Alajuela 38 with full cruising gear, custom interior with all systems designed for comfort at sea is an outstanding value. Pages of gear, top quality construction, cruising modifications designed by a cruising sailor with safety in mind.

\$ 80,000



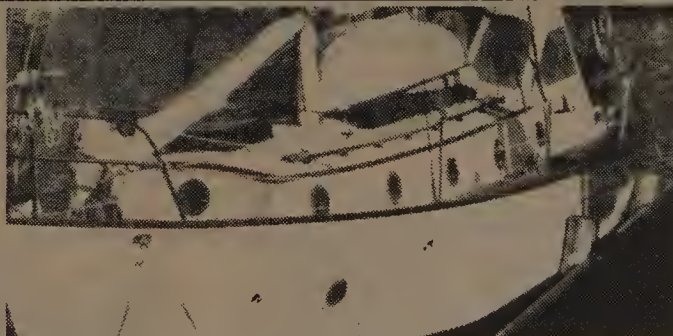
This spacious center cockpit 40 footer was designed by Sparkman & Stevens with the sailing qualities and interior layout you would expect from such a firm. Very well equipped from refrigeration to electronics, oversized winches, ground tackle and safety gear.

\$ 130,000



A Cheoy Lee Off Shore 31 that is a 10. Professionally maintained with no expense spared to keep her perfect. She is as pretty to look at as she is sweet to sail. A modified Herreshoff design with a long and stable lateral plane keel, ketch rigged and diesel engine

\$ 34,000



The Rafiki 37 a blue water cruiser designed by Stan Huntingford for long range cruising in safety and comfort. A deep seakindly hull offer stability and storage. Aries vane, Trimble Loran C, hard dingy, storm sails and ground tackle. She is ready!

\$ 79,500



**FORTMAN MARINA • (415) 523-7474**  
**1535 BUENA VISTA AVE. • ALAMEDA**





# KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor 557 Francisco Boulevard,  
San Rafael, CA 94901



## (415) 456-1860



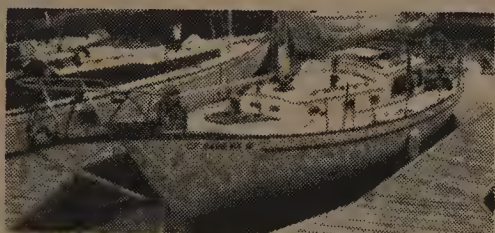
**35' CHEOY LEE LION.** Traditional waaden laak, but f/g hull. Valva diesel. Autapilat, raller furling jib, cabin heater. Excellent cruiser. **Asking \$39,000.**



**33' SPAULDING Sloop.** Totally restared to the highest standards. New equipment includes Braks & Gatehouse, radar, AP, and much mare. **Asking \$39,950.**



**ORIGINAL H-28 Ketch** Has been brought up to nice condition. Gaad equipment list including AP, dinghy, new sails, i/b. **Asking \$12,500.**



**HERRESHOFF 30 Ketches.** We have several. Well-known far packet cruising, ar excellent Bay cruiser. **Prices start at \$23,500.**



### 32' DOWNEASTER CUTTER.

Extremely roomy,  
excellent liveoboard/cruiser.  
Repowered with Yonmar diesel '85.  
A good value.  
**Asking \$37,500.**



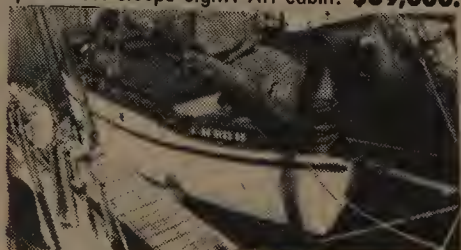
**28' LESTER ROWE Dsgn Sharpie**  
Cat ar cat ketch. Built by local craftsman '81. Beautiful inlaid carvings, absolutely charming, and fun to sail! **Asking \$3,500.**



**40' VAN DER STADT Trintella Ketch.** Well equipped European style cruiser. Well-known in the U.K. far excellent sailing capabilities. Sleeps eight. Aft cabin. **\$69,000.**



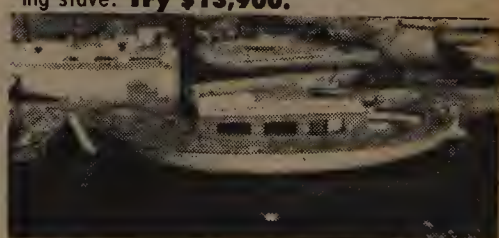
**28' PEARSON TRITON.** Famous Alberg design Bay class. Active assocation. Equipment includes six bags sails, AP, waod burning stove. **Try \$13,900.**



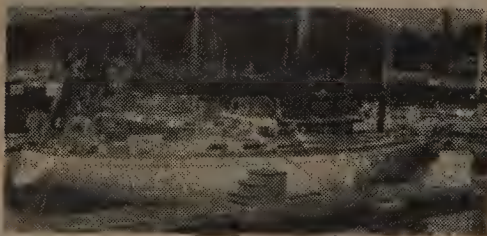
**32' COLIN ARCHER Cutter Old Crow.** A traditional solid cruising baat with lats af experience and character. A gaad value at **\$12,500.**



**32' MAXI 95 Swedish Sloop.** Valva diesel. Teak interior, 6'6" headroom, aft cabin. **Asking \$29,500.**



**28' VIKING Yugoslavian Sloop.** Oak construction, teak decks. 22hp i/b. Light, airy interior. Draws only 24" with baard up. **Asking \$14,950.**



**SWAN 44.** Perkins 4-103, diesel, Laran, SatNav, 10 bags sails. Shows very little use. **Asking \$149,000.**



**70' KALLIS FANTAIL Motor-yacht.** Twin GMC 671 diesels. Excellent cruiser and liveabaard. An excellent value. Contact aur office far further details.



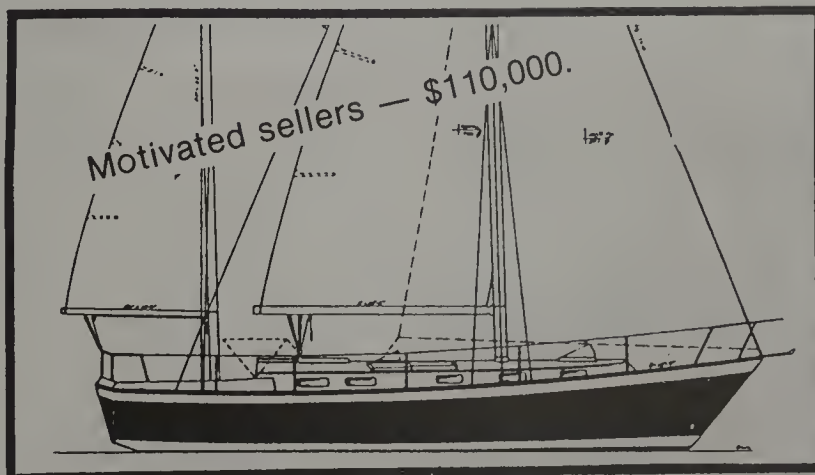
**33' WILBERNESS Lobster Boat** 270hp Valva dsl, 19 knats. Tralling gear far sportfishing — baat's immaculate in every aspect w/full set af-electranics. **Asking \$78,500.**

OVER 100 ADDITIONAL LISTINGS • SLIPS AVAILABLE • CALL OR VISIT OUR SALES DOCK TODAY!  
**WEST COAST'S CRUISING SPECIALISTS SINCE 1956**

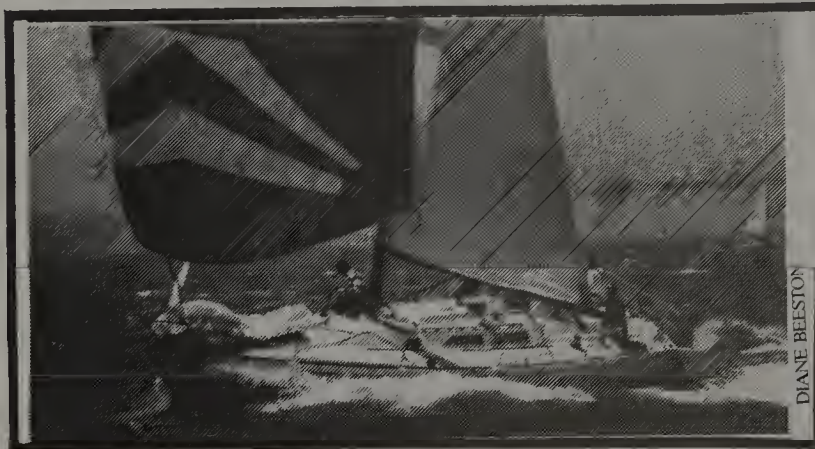


# NEW BOAT CONDITION AT BROKERAGE PRICES

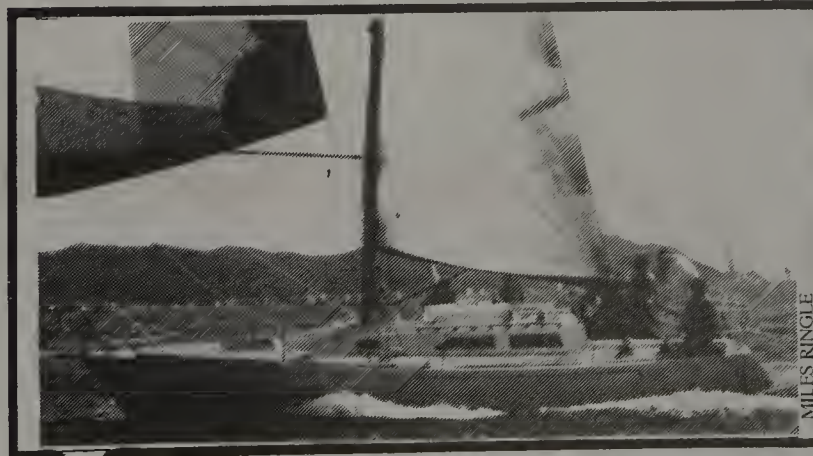
**PEARSON 424 KETCH:** If you've been looking for a proper cruising yacht and keep finding boats that look like wedding cakes instead, it's time you inspected this ketch-rigged Pearson 424. She combines an aft cockpit, aft cabin and great interior — with the construction and seakeeping qualities to sail to your personal horizons. She's in pristine shape below and ready to go: 58 hp diesel, full Signet, Loran, RDF, compass, stereo, TV, 8 Lewmars, roller furling, 6'4" headroom, main, mizzen, 130%, 90%, h&c, Aqualarm, Avon dinghy, and much much more!



**EXPRESS 37:** With 15 boats signed up for one-design this year, the 37's are the fleet to join. This 1985 37 is one of the best maintained on the Bay. She saw little use last season due to owners' business commitments. She's in super shape and fully outfitted to race or cruiser. Excellent value at \$123,950. By appointment.




**EXPRESS 34:** Great 34 ready to come to the Bay for family cruising to finish outfitting for one-design. Tiller steering, VHF antenna and coax, diesel, shore power, h&c, QuikVang, hydraulic backstay, tuff luff, Harken bearings, full spinnaker gear, six Barients, North main and blade sails, rod rigging, more. \$79,500.



The owners of boats listed by Corlett-Blasier have taken pride in the mechanical and cosmetic condition of their yachts. These boats represent superior value to the brokerage buyer because of the care they have received.

- EXPRESS
- TIARA
- LIGHTWAVE

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# City Yachts

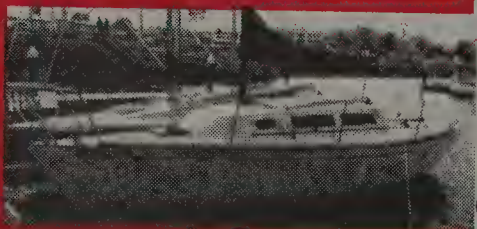
San Francisco's Yacht Broker Since 1969

## NORDIC

**40.**  
EXCELLENT CON-  
DITION, IDEAL  
LIVEABOARD  
LAYOUT. MAJOR  
PRICE REDUC-  
TION  
TO \$139,000.



**S-2 26'.**  
RETRACTABLE  
KEEL, TRAILER.  
GREAT RACER/  
CRUISER. MAKE  
OFFER!!



## 55' CRUISING KETCH.

METICULOUSLY  
MAINTAINED  
AND FOR SALE  
AT A VERY  
ATTRACTIVE  
PRICE.



## NORTH-STAR 40.

SUPERB COND.  
IDEAL LIVE-  
ABOARD WITH  
AFT CABIN. EXC.  
VALUE AT  
\$77,900.



**GRAND BANKS 32.**  
CLASSIC WOODY  
IN GREAT SHAPE.  
"ORPHAN  
ANNIE", ASKING  
\$49,000.



## ISLANDER 32.

PERRY DESIGN,  
LOTS OF ROOM  
WITH NEW  
DIESEL. SELLER  
MOTIVATED.  
ASKING \$36,500.



## ... SAIL ...

28' LASER	\$34,500
28' SAN JUAN	22,000
29' CAL	25,950
30' ISLANDER MkII	(2) 21,500
30' CARTER	33,000
30' CAL 3-30	24,900
30' OLSON	16,000
30' CAL 9.2	29,000
32' VALIANT	62,500
33' NUNTER	29,950
33' TARTAN TEN	(2) 24,000 *
33' WYLIE	55,000
33' ROGERS	39,500
34' WYLIE	48,500
34' CUSTOM SLOOP	38,000
34' db2	75,000
35' C&C	75,000
35' SANTANA	55,000
35' ERICSON	30,000
36' LANCER	64,500 *
36' PEARSON	49,000
36' ISLANDER FRPT	95,000
37' SOVERAL	25,000
37' RANGER	45,000
38' FARALLONE CLIP	(2) 35,000
38' C&C	76,500
38' FARR	76,500
39' FREYA	(2) 79,500
39' WESTSAIL CUTTER	79,900
40' CHALLENGER	84,500
40' COLD-MOLDED SLOOP	79,500
40' PEARSON	70,000
41' NEWPORT	79,500
41' MORGAN OUTISLAND	85,000
41' NELSON/MAREK	95,000
42' PORPOISE KETCH	110,000 *
43' C&C	78,000
43' AMPNITRITE	162,500
44' PETERSON	(3) 110,000
44' CT 44 CUTTER	108,000
45' LANCER	125,000
46' MOTORSAILER	150,000
47' S&S CUSTOM SLOOP	59,500
47' VAGABOND	125,000
47' S&S CUSTOM SL	175,000
48' PILOTHOUSE KETCH	250,000 *
62' CRUISING CUTTER	295,000
108' ISLAND TRADER AUX	1,150,000

## ... POWER ...

25' FARALLON OFFSN	35,000 *
27' WHALER	57,500
28' BERTRAM FLYBRIDGE	43,000
30' CLASSIC FAIRCILD	44,750
34' RIVA	69,500
34' CNIN WNA TRAWLER	48,000
38' BERTRAM	195,000
40' RAISED DECK MY	84,000
41' NATTERAS MY	79,000
42' PRESIDENT SF	160,000
42' SUNDECK MY	165,000 *
42' UNIFLITE	170,000
43' NATTERAS MY	198,500
44' GULFSTAR	172,500
48' NORDIC	329,000
48' GULFSTAR	350,000
58' NATTERAS MY	250,000
61' NATTERAS MY	750,000
70' NATTERAS CMY	895,000
78' COCKPIT MY	1,750,000

## OLYMPIC

**47.**  
BEAUTIFUL  
OFFSHORE  
CRUISER W/3  
PRIVATE  
CABINS. A  
MUST SEE  
AT \$149,500



## VALIANT

**32. STURDY**  
FOR  
SINGLEDHANDED  
SAILING.  
MAKE OFFER.



## CHEOY LEE

**48.**  
FANTASTIC  
CENTER  
COCKPIT  
KETCH.  
BEST BUY  
ANYWHERE AT  
\$119,000.



## SANTA

**CRUZ 50.**  
WELL CARED FOR  
AND LOTS OF  
GREAT GEAR.  
CALL US TODAY.



## MORGAN

**51. LOADED**  
WITH GEAR &  
PRICED BELOW  
MARKET AT  
\$179,000.



## STEVENS CUSTOM

**40.**  
BOAT SHOW  
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DESIGN. READY  
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